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Edited by Sir John Hammerton

6d FORTNIGHTLY — JUNE 26, 1942

INTO BATTLE, or as near the actual thing as the rigorous training under modern conditions can make it. An infantryman, yelling a weird war cry, leaps through a wall of flame. The strenuous conditions of fighting today demand a far more realistic course of battle drill than formerly: the baptism of fire is not delayed until the soldier reaches the front line. See the article in page 14, and further illustrations in pages 15 to 18.

Photo, The Daily Mirror

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ALONG THE BATTLE FRONTS

by Our Military Critic, Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

THE period here under review was marked by events of far-reaching importance, although neither side could claim clear cut victory on land.

GERMANY Terrific as their effects were, the four-figure raids of May 30 on Cologne and June 1 on Essen are even more important as indications of what is to come when American aircraft add their weight to that of the R.A.F. Under such attacks not only will the war industries of Germany be affected to a degree that must eventually cripple her powers of offensive action, but obviously the whole economic organization of the country will be disturbed by the necessity of clearing wreckage, carrying out essential repairs, evacuating large sections of the population and redistributing food supplies. The effect of these and subsequent raids may not be immediately felt on the fighting fronts, for it must be assumed that great reserves of munitions have already been collected there, though in view of the demands made to meet the Russian winter offensive they are unlikely to be sufficient for prolonged intensive operations failing a constant and immense flow of replacement from home resources.

Sir Charles GWYNN
Photo, Bassano

The preceding raids on Rostock and Lübeck aimed at more immediate results on troop movement to Finland, and on output of U-boats and aircraft. What the effect on German morale may be is unsafe to forecast, for a spirit of desperation may be engendered.

RUSSIA Timoshenko's offensive in the Kharkov region ended on May 31, although before that date Von Bock's counter-attack, which from Izyum dangerously threatened his left flank and communications, had been defeated after heavy fighting.

By disrupting German plans for an early offensive towards the Caucasian oil fields, of which the capture of Kerch was evidently the opening move, Timoshenko achieved his main object. There can be no doubt that the troops Von Bock used for his counter-attack were those designed to strike into the Donetz basin in cooperation with a direct attack on Rostov, and probably with an attempt to cross the straits at Kerch. Kharkov itself would also probably have been the base of an attack to cover the left of the southern thrust, and to turn the Russian defences on the Donetz. Timoshenko therefore not only compelled the Germans to expend men and great quantities of accumulated material, but forced them to take action in directions which upset their arrangements.

RUSSIAN FRONT: The Kharkov area, showing the pocket caused by the Soviet advance south of the city. The arrow indicates the direction of Von Bock's flank attack.
By courtesy of The Times

The drive towards Caucasia will probably be re-staged, for it is even more important for the Germans to deprive Russia of oil than it is to obtain new sources of oil supply for themselves. But Timoshenko has secured a position from which he can threaten the flank of a southern offensive and check a cooperative attempt from Kharkov. He may have hoped to force the Germans to withdraw from Kharkov by outflanking it, but he does not appear to have made a determined effort to capture the city which, strongly defended, might have been desperately costly. He may be well satisfied with the results achieved, for, as in the case of Stalin's winter offensive, the effects produced on the German army were of more importance than the recapture of territory. The winter offensive was primarily intended to compel the Germans to fight under conditions of terrible hardships and to prevent recuperation. The effect aimed at was long term and moral. Timoshenko's object, on the other hand, was to remove an immediate danger. In neither case was it intended to initiate a decisive counter-offensive for which, as Stalin has said, the time has not yet arrived.

The fact that so many "hedgehog" key points are still held by the Germans may have disappointed onlookers, but it must be realized that under winter thaw conditions it was impracticable to employ heavy weapons against them, and that in the neighbourhood of railways German defences could be strongly held. It was at a distance from railways, where supply conditions limited the size of detachments, that Russian lightly-armed troops achieved successes.

A feature of the recent fighting has been the increased power of Russian armaments. Tanks, both of Russian and Allied construction, are fully a match for those of the Germans, and aircraft are definitely superior. In meeting counter-attacks the new Russian anti-tank rifle proved its value. It enables the infantry to protect themselves against tank attack, a long-felt want, although artillery support and heavy anti-tank weapons are still essential. These, however, are easier for the enemy's artillery to knock out of action than the less conspicuous weapons of well-entrenched infantry.

What will be the developments of the immediate future is uncertain. Although the southern German offensive has been postponed, there are indications that an offensive is in preparation having the primary object of relieving pressure on the "hedgehog" key points of the German salient west of Moscow. This may indicate an intention to revive the threat to the capital.

AN offensive in the Leningrad region seems also probable, though possibly only with the object of strengthening the investing force east of the city which has with difficulty retained its position during the winter. Leningrad itself is still strongly defended, and an attempt to take it by assault seems improbable so long as it can be closely invested. An attempt to by-pass the city, such as was defeated at Tikhvin last year, may be made; for Vologda, on the Moscow-Archangel railway, is a tempting objective, since its capture would interrupt the inflow of Allied munitions. A renewal of attempts to capture Murmansk is also threatened.

There is, of course, a possibility that German plans may again be forestalled by Russian offensives, and the Russian salient formed during the winter south of Lake Ilmen, is a potential danger to the communications of the northern German armies.

At the moment, although strong local attacks and counter-attacks are reported at a number of places, the intentions of the opponents are obscure and, in a major sense, there is a lull on the whole front.

LIBYA Rommel on May 27 ended the stalemate which since the beginning of the year had existed in Libya. Intensified bombing of Malta has made it impossible to use the island as an offensive base and this had enabled strong reinforcements to reach Libya in comparative safety. They probably were not sufficient to justify a far-reaching attempt to invade Egypt, but they must at least have convinced Rommel that he was strong enough to defeat General Ritchie's 8th Army. Desert conditions and indifferent communications set

SOVIET ANTI-TANK GUNNERS have done excellent work in the Kharkov battles, using a specially long-barrelled weapon which takes two men to handle. The one in the photograph had just put two enemy tanks out of action.
Photo, Planet News

a limit to the size at which Ritchie's army could be maintained, and the desert afforded unique opportunities for a Panzer attack on his vulnerable communications.

Difficulties of supply and great distances made invasion of Egypt a much more ambitious project unless a cooperative attack from the east, or possibly a strong air-borne attack from Crete, could be relied on. It is therefore unnecessary to assume that Rommel aimed at more than the defeat of the 8th Army, the recapture of Tobruk and Bardia, and the re-establishment of his position at Halfaya. The moral effect of such a success would have been great, although it would have had no material effect on the situation in Russia.

It is possible that Rommel may have underestimated Ritchie's strength, knowing the demands that had been made for reinforcement of the Far Eastern theatre. It was no secret that Australian and other troops that had fought in Libya had gone east. It is probable too that he counted on finding Ritchie's tanks still under-gunned and his anti-tank weapons too light, for the "General Grant" tanks and 6-pdr. anti-tank guns had been well-kept secrets.

Ritchie's strongly entrenched position with its belt of minefields at Gazala was clearly too strong to be overrun by a direct attack, but south of Bir Hacheim his flank was open, though to turn it meant a long detour involving a vulnerable supply line. The situation closely resembled in reverse direction that which faced Auchinleck last November with the exception that in each

LIBYAN FRONT, showing the scene of the fierce fighting early in June. Black arrows indicate British counter-thrusts.
By courtesy of The Daily Telegraph

coast road between Tobruk and Gazala, and a great tank battle went on for three days in the Knightsbridge area where Ritchie had only just established a strong position which now, with its anti-tank guns, formed a valuable pivot, resisting all attacks. The failure of two other features of his plan added to Rommel's difficulties; he had

GEN. RITCHIE, directing the Libyan battle from his advanced headquarters. With him on either side are two corps commanders, Lt.-Gen. Willoughby Norrie (left) and Lt.-Gen. Gott. On right, Knightsbridge, no more than a name in the desert, but the scene of a great tank battle: below the name is the map reference.
Photos, British Official: Crown Copyright

case Tobruk was in British hands. Wavell's bold decision to hold on to Tobruk had far-reaching effects. Now Tobruk and probably Bardia were the advanced supply bases for the 8th Army, and Rommel's primary intention was to interrupt communication between them and Gazala even if he failed to capture them at once.

With about half his Panzer troops Rommel swept round Ritchie's open flank, and his advanced detachments succeeded in reaching the coastal road both east and west of Tobruk though they could not maintain their hold on it when counter-attacked, and in danger of failure of supplies, fell back on the main body which was itself faced with supply difficulties.

Bir Hacheim, which Rommel had hoped to carry by a *coup de main*, and thus shorten the detour of his supply services, had resisted all attack; and it was not till two gaps had been cut in the minefields north of Bir Hacheim that the danger of running short of petrol and ammunition was reduced.

Rommel in spite of his difficulties made desperate efforts to establish himself on the hoped to break through the Gazala defences near the coast road while at the same time a force was to land close behind them. The South Africans repelled the former attack and the Navy broke up the latter.

But Rommel had strong forces to the west, and in order to get in direct touch with them and to ease his supply problems he drew back into the gaps in the minefield establishing strong defences at their eastern exits. Under cover of this protection he succeeded in capturing the locality held by a Brigade of the 50th Division which separated the two gaps; and thus improved his position by throwing them into one. There followed a comparative lull partly due to heavy dust storms and partly to exhaustion and the necessity of regrouping forces. Rommel's intentions were not clear, but he was still strong and certainly not prepared to admit failure. He made several attacks on Bir Hacheim which the Free French, though now isolated and running short of supplies and ammunition, magnificently defeated with the aid of British mobile troops operating against the rear of the attackers.

On June 5 Ritchie's troops which had been closing in on Rommel's bridge-head launched a determined attack against it. Fierce fighting ensued with attack and counter-attack during which Rommel again attempted to break out eastwards using all available armoured reserves which had by now joined him from the west. This attempt was again repulsed and Rommel again fell back into the gap.

He then concentrated on an attempt to capture Bir Hacheim, using heavy guns, tanks and dive-bombers. With the pressure on the position reaching such intensity, and with supplies running short, General Ritchie decided to withdraw the garrison, and this was successfully accomplished on the night of June 10. Rommel might claim a success of considerable moral importance and some improvement of his position, but he had paid a heavy price; and Ritchie, relieved of a responsibility, was at greater liberty to concentrate his armoured troops.

Whether Rommel will now abandon his offensive and withdraw to his original position or fight it out remains to be seen. It is evident however that he can now have little hope of victory and risks decisive defeat. If he withdraws he may be able to re-establish stalemate conditions, but with Malta recoverings its potentialities as an offensive base since the withdrawal of the Luftwaffe from Sicily his prospects of receiving reinforcements on a large scale must be small. Should he fight it out to a clear cut decision and be heavily defeated, the whole situation in Libya and in the Mediterranean may be changed.

A feature in the battle has been the greatly increased part the R.A.F. has taken in the ground fighting which indicates a definite change of tactical policy.

FAR EAST

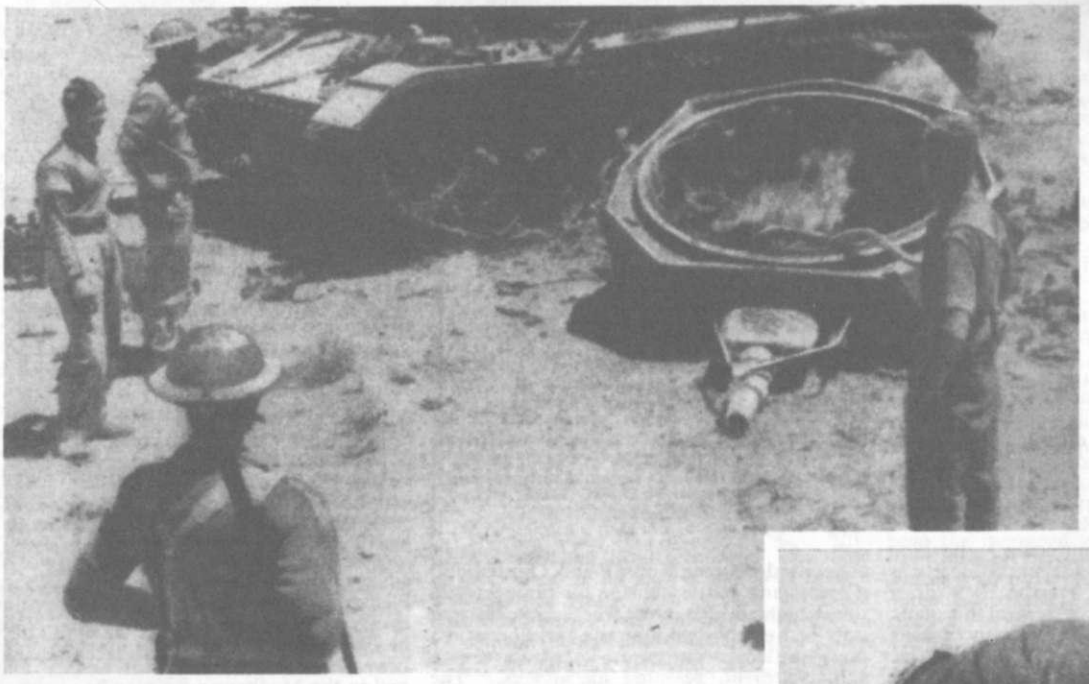
Of the Far Eastern situation I have little to say. Control of sea communications, by air or naval action, is still the dominating issue.

In Burma the Japanese are in possession, undisputed except by air counter-attacks; but General Alexander's fighting withdrawal gained valuable time. The monsoon season and lack of roads make a serious attack on India from Burma by land for the moment out of the question; while at the same time the reinforcement of both the land and air forces in India and Ceylon would seem to make an amphibious attempt prohibitively dangerous. Fighting on the Burma Road continues and the Chinese have had considerable success. Their object may be to retain their hold on the western end of the road in order eventually to be in a position to cooperate in any attempt to reopen communications. It seems improbable that the Japanese aim at invading China seriously by such a roundabout route.

Their major operation against China is in Chekiang with the defensive purpose of denying it as a base for American air forces. The Chinese are resisting stubbornly, and the Japanese operations in the Canton region are probably intended to prevent the reinforcement of the Chinese in Chekiang and to exhaust China's munition reserves.

CHINA FRONT, where in the Chekiang area the Japanese are on the offensive.
By courtesy of The Times

Hard Knocks for Hitler's Afrika Korps



IN LIBYA British troops standing by a German medium tank destroyed by our gunfire. A weapon that has played a considerable part in the recent battles in the Western Desert is the new six-pounder anti-tank gun produced entirely in British factories.

GEN. LUDWIG CRUEWELL (below), Rommel's Chief of Staff and commander of the German Afrika Korps, was captured on May 29 when, inspecting the battle from a Fieseler-Storch plane, he was shot down. The bullet-ridden plane made a forced landing inside the British lines. The photograph shows General Cruewell climbing out of a British armoured car after being brought back to headquarters.

FREE FRENCH troops, left centre, going into action with anti-tank guns. At Bir Hacheim, vital point S.W. of Tobruk, the Free French forces put up a magnificent stand. "All France looks to you with pride," ran a message from Gen. de Gaulle to their Commander, Gen. Koenig. But on June 10, after a 16-day siege, the survivors of the garrison were withdrawn at Gen. Ritchie's Order.

GENERAL GRANT TANKS at a British forward Tank H.Q. in Libya before going into action. This new American-built 28-ton tank is the heaviest so far used in the Middle East. Its fire power is tremendous. The tank is so strongly armoured that though one General Grant was hit at 100 yards the crew were saved.

Photos, British Official: Crown Copyright

The 'Kamerad' Cry in the Western Desert

DESERT SURRENDER, as the lone survivor of the blazing German tank in the background walks with his arms up across the sand to the victorious British Bren-gun carrier. Here is a dramatic war photograph, radioed from the new transmission station at Cairo, which gives a vivid idea of the kind of individual tank duel which is part of the Western Desert struggle. Rommel's objective was presumably to capture Tobruk by a concerted sea and land action, but according to General Auchinleck his initial offensive went completely awry. *Photo. British Official: Crown Copyright*

Well Done, Horses (and Dogs) of the Red Army!

When we pay tribute to the magnificent valour of Soviet Russia's fighting men, let us not forget the horses—yes, and the dogs, too—without whom the battle could not have been sustained, and who, like their masters, have had to pay a heavy price in death, mutilation and just plain suffering.

RUSSIA has millions of horses in service with the Red Army; without them, in spite of the railways and the immense number of motor vehicles, it would be impossible to maintain the constant stream of supplies to the millions of men holding the thousand-mile-long front. Hundreds of thousands are actually in the firing line, hauling guns and ammunition wagons; great numbers more are harnessed to ambulances and supply vehicles. Then, of course, there is the Russian cavalry—in particular the famous Cossacks, who in this war, as in all the wars for centuries past, have had a notable part to play.

The Russians are using dogs, too, on a larger scale it would seem, than is the case in the British Army or with the Nazis. They have many jobs, but a new task which has been demanded of them is the dragging back from the battlefield of wounded Soviet soldiers after these have been placed on little sledges by the first-aid men. Alsatians are chiefly used for this job, but Airedales have been found capable, and many of the larger mongrels are also employed because of their usual intelligence. For this work the dogs have to be not only strong, but swift moving, since with temperatures far below freezing-point the wounded man's life may well depend on the speed with which he is dragged back on his little sledge to the dressing-station. It is interesting to learn that few of these Red Cross dogs have been wounded, probably because they move so close to the ground.

Casualties among the horses, however, have been (as might be expected) very large. Not only have numbers of them been killed on the field of battle, but many more have been wounded, while all must have suffered terribly during the winter. Day after day they have had to labour deep in snow or mud, dragging heavy loads across country which has been reduced by shell-fire to a quagmire; some may have been acclimatised to the bitter cold, but those who have been drawn from the warmer districts of the Soviet Union must have suffered indescribably. Yet it is good to know that the Red Army men have done all in their power to alleviate the lot of their horses; and from all reports the Russian Army Veterinary Service is highly efficient.

Recently Reuter's Special Correspondent in Moscow made a trip to the frontal zone with a view to investigating the Russian treatment of their horses, both cavalry and transport animals; and on the whole his report will be read with pleasure by animal-lovers—even though these can never be properly reconciled to animals becoming involved in all the devilries of man-made war. The Russian cavalry units, we learn, have their own veterinary surgeons, and every effort is made to save the wounded horses, if at all possible. Most of the veterinary treatment is given with the units themselves or in the immediate neighbourhood of the front; but the Red Army has also a service of lorries specially constructed to take three horses at a time, so that the more severely wounded can be conveyed to hospitals in the rear.

SOVIET RED CROSS NURSE on horseback on the way to the front. Formerly in a factory in Gorky, she has been doing valuable work tending the wounded. *Photo, British Official*

"The veterinary centre which I visited," writes Reuter's Correspondent, "is one of nine such in Moscow itself, and I was told by Mr. Alfiorov, Regional Inspector of Veterinary Services, who with the veterinary surgeon in charge showed me the various sections, that it was representative, though not the best. It was devoted to surgical treatment, infectious cases being taken to special hospitals. The centre has an electrically-controlled operating table for horses, invented by a Russian professor, which stands vertical while the horse is strapped on, and slowly moves down, pulling the horse with it. It has also an X-ray department, and an artificial sunlight section in which I saw a horse receiving rays to speed up what had been a septic shoulder sore. There are also physico-therapy and clinical laboratories, and a permanent hospital department for nursing civilian horses and pets.

"When the Germans approached Moscow, the veterinary centres in the city were able to receive cases direct from the front, from such regions as Krasnaya Polyana, and a number of stables are still permanently kept open to receive cases of wounds needing surgical treatment. One horse brought in during the Moscow battle, after having been wounded in the field, belonged to a high officer who several times visited his mount. During the period of the bombings a number of horses were treated who were suffering from shell splinters and like injuries. No horses were lost.

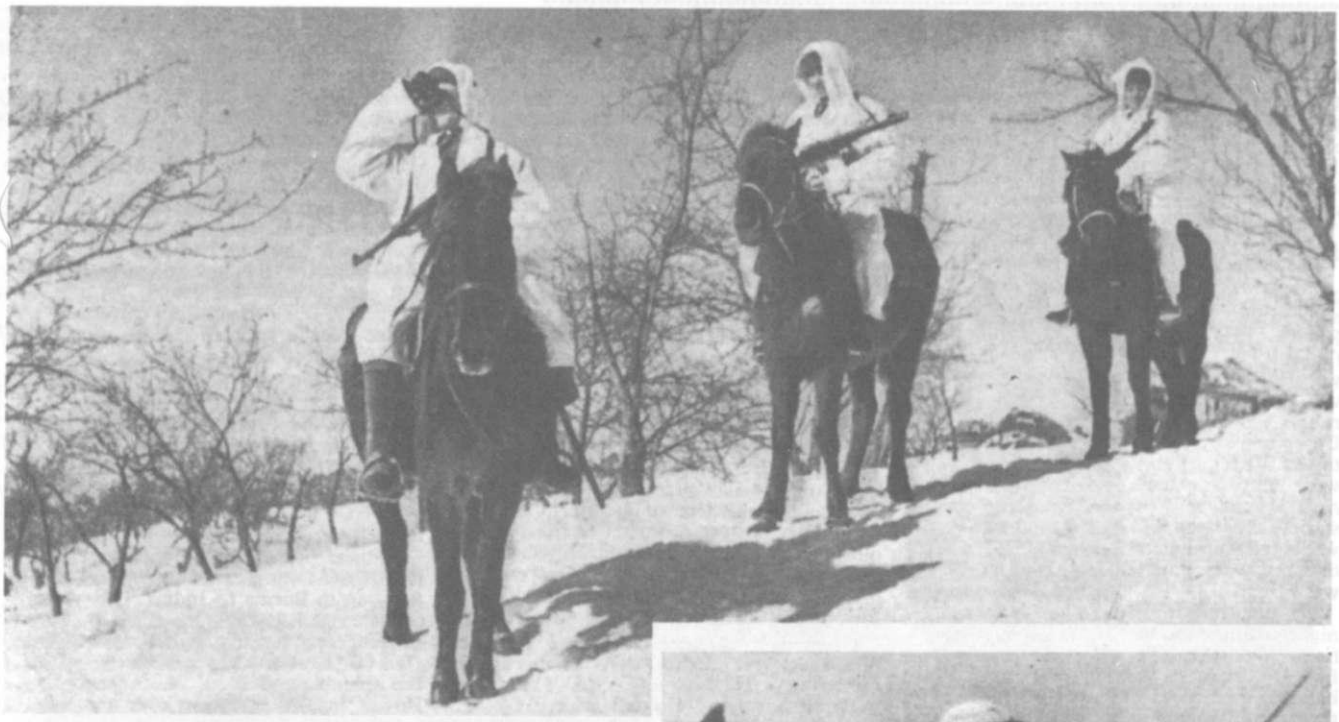
"I spoke also with the official responsible for re-establishing veterinary services in the areas of Moscow province regained from the Germans. I learned from him some of the difficulties of work in the regions burned out by the enemy. In some towns and villages, however, the enemy did not have the time to do all the damage they wished, and to such places the veterinary services had been transferred. From another veterinary surgeon I learned that about sixty per cent of the cases of injury to horses are to the legs, fairly frequently various types of inflammation being diagnosed. When I asked whether lameness in horses at the front was treated locally I was told that this was impossible, as lameness was regarded by the Soviet veterinary services as a serious matter, and such cases were usually sent to the rear for diagnosis. I carried away from my visit an impression, gathered from these experts, that the services they represented were fully aware of the value of the work which the horse is doing for the Soviet Union, and that their work was to some extent linked up with the normal services of inspection of State-owned animals."

But although the Russian veterinary services are large and admirably equipped, the prolonged and terrible battles of the last year have made grave inroads on their strength. Veterinary supplies are by no means inexhaustible and, indeed, in some departments they are running short. When this was realized the Royal Society for the Prevention of Cruelty to Animals resolved to do what it could, and through its War Animals (Allies) Fund it has supplied the Russian Veterinary Corps with considerable quantities of equipment. Most of the veterinary supplies sent consist of drugs and dressings, but the consignments have also included veterinary surgeons' wallets; veterinary officers' field chests, complete with instruments and drugs; syringes, X-ray outfits, anaesthetics, breathing tubes for horses, etc. The wallets and field chests are particularly welcome, since they are used by the mobile veterinary workers on the actual battlefield; but the R.S.P.C.A. is hoping to raise sufficient funds to permit the establishment of permanent veterinary hospitals in the interior, where the more seriously wounded animals can be given attention and rest.

These hospitals must be fitted with sling harnesses for wounded horses and up-to-date X-ray apparatus, and although many such hospitals are already in existence, many more are needed. To help provide them is a form of war effort which should be sure of a ready response from Britain's animal-lovers.

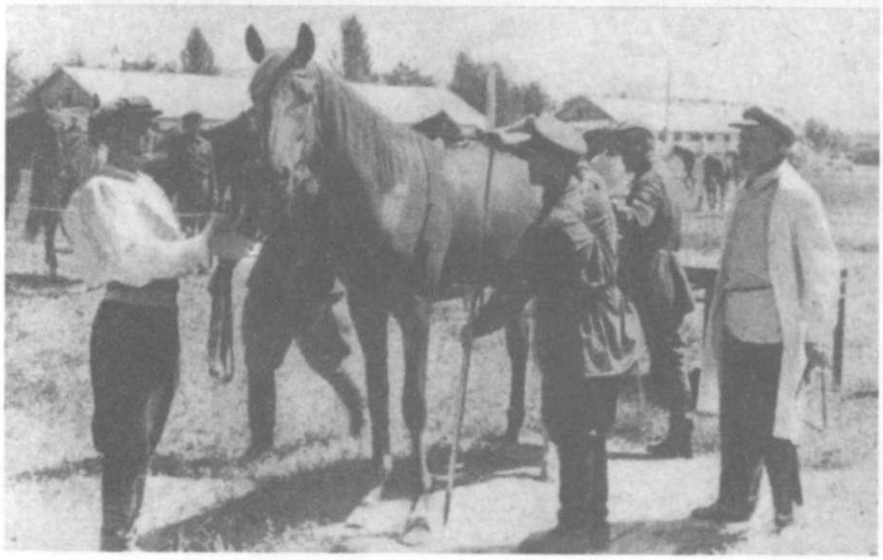
R.S.P.C.A. VETERINARY WALLET of the type dispatched to the Soviet Veterinary Corps. The wallets cost £5 each, and the Society aims to send 2,000 of them. Many thousands of horses, used for cavalry and transport, have been helping the cause of freedom on the East Front. Here is an opportunity of alleviating the sufferings of this noble animal involved in "man's inhumanity to man." *Photo, Topical Press*

Russian Fighters and Their Animal Comrades



Lack of roads and economy of mechanical power have brought the horse to the fore on the Russian fronts. Here are some mounted scouts reconnoitring in the bright winter sunshine.

A Red Army cavalryman using his horse's back as a gun rest. Right, Soviet horseman testing the edge of his blade before going into action.



Remounts for the Soviet Army being examined and classified at a cavalry centre. The winter campaign in Russia would have been impossible without equine aid. Right, Service dogs transporting a machine-gun across the snowbound countryside.

Photos, Ministry of Information, Planet News

THE WAR IN THE AIR

Specially Contributed *by*
Capt. NORMAN MACMILLAN, M.C., A.F.C.

A NEW phase in the air war over Europe began on the night of Friday, May 29, the thousandth day of the war. Seven days earlier Bomber Command raided St. Nazaire, German U-boat base in Occupied France. Then a week of bad weather deferred large-scale operations. On the night following the thousandth day the R.A.F. struck at German "auxiliary" war industry.

Capt. N. MACMILLAN
Photo, Raphael

For three hours onwards from midnight, the Gnome-Rhone aero-engine factory (1,000 workers) at Gennevilliers, the Goodrich rubber factory at Colombes, and other targets near Paris were bombed. Gennevilliers power station, supplying the whole industrial area of north-west Paris, was razed.

On the following night, with the moon rising almost to the full, the greatest bombing force the world has ever seen rose from the aerodromes of the United Kingdom and flew to raid Cologne, the third greatest city of Germany; 1,130 four-engined Stirling, Halifax, Lancaster, and twin-engined Manchester Whitley, Wellington and Hampden bombers—a force twice as numerous as the largest sent by Germany over any British city, and transporting a quadrupled bomb load—were concentrated over the target, and in 90 minutes dropped 3,000 tons of bombs. (Compare this with the total of 6,402 tons dropped by the British air forces on the Western Front from July 1916, to November 1918.)

Air Vice-Marshal J. E. A. Baldwin and other senior officers flew with the crews under their command.

Fighter, Coastal, and Army Cooperation Commands made diversionary attacks against aerodromes and other targets.

The German anti-aircraft defences, nowhere greater than around Cologne and its approaches, were saturated by the weight and plus ten-aircraft-a-minute speed of attack. Soon they were unable to maintain efficient defence. The fires of Cologne were visible from aircraft flying over the Dutch coast 140 miles distant. For several days after the attack reconnaissance aircraft were unable to photograph Cologne owing to the pall of smoke rising from the burning city to 15,000 feet.

TWO nights later a force of 1,036 bombers attacked the Ruhr. Essen was the main target, but in the factory-smoke-filled air of the moonlit sky, it is not always easy to pick out a given factory. Captains of aircraft were given freedom to select alternative targets in Duisburg, Oberhausen and elsewhere; the size of the target area, measuring about 40 miles by 15, enabled this large force to operate despite somewhat unfavourable cloud conditions.

All aircraft in both raids were British in design and manufacture. Their all-British crews came from the Commonwealth. Forty-four aircraft were lost in the first four-figure raid; 35 in the second; a percentage of 3·66. The rate of aircraft loss, which is held to be too costly to replace, was fixed by Air Chief Marshal Sir Hugh Dowding, who won the first Battle of Britain against the Luftwaffe, at 10 per cent.

Air Marshal A. T. Harris, C.-in-C. Bomber Command, who organized the great-scale air raids, is one of the world's outstanding air commanders. I remember him as a fighter pilot in 45 Squadron in 1917, when, flying Camels in France, he scored successes against the Albatrosses of the German air force. He invented an ingenious device for counting the number of rounds fired from the twin Vickers machine-guns. His ante-Cologne order to his bomber crews was typical: "Let them have it on the chin."

Lt.-General H. H. Arnold, Chief of the U.S. Army Air Forces, and Rear-Admiral John H. Towers (who commanded the four U.S. Navy Curtiss flying-boats that set out to fly the Atlantic in 1919, and who taxied his boat to Horta, Azores, after forced-landing on the ocean), now Chief of the U.S. Navy Bureau of Aeronautics, came to England during the last week in May (see illus. p. 28). Soon U.S. crews and bombers will join the British crews in the raids against Germany.

During the day preceding the Ruhr raid, about 1,000 fighters of Fighter Command made sweeps over occupied territory. Frequently escorting Boston and Hurribombers, these fighters have kept up their constant pressure on the west central coastline of Europe and its hinterland.

Germany's threatened reprisal raids on two successive nights were made against Canterbury. Damage was done. The attacks were on a relatively small scale. German aircraft losses were from 10 to 12 per cent, including those shot down over bases in Europe.

Medium-scale British raids were directed against Essen and Bremen on June 2 and 3.

FOR two nights before Thursday, May 28, when Rommel launched his latest attack in Libya, Axis aircraft raided Allied rear areas, keeping troops alert, but doing little damage. Allied aircraft raided enemy bases, camps, aerodromes, and motor transport in Africa and Sicily. With the outbreak of battle, every unit of the R.A.F. roared into action against troops, supply columns, fuel tankers, and aerodromes; aircraft included Hurricanes, Tomahawks, Kittyhawks, Bostons, Beaufighters, and, for the first time in Africa, Spitfires.

Three U-boats were reported sunk by Brazilian coast patrol aircraft off Pernambuco between May 23 and 28. In the Pacific, Allied air raids were made against Amboina, Lae, Rabaul. Five Japanese Zero fighters were shot down.

Statements by General Alexander after the retreat of the British army from Burma to India, and by Admiral Sir Andrew Cunningham on relinquishing the Mediterranean Command, which he had held since January 1939, show that it is now generally recognized that air cover is an essential pre-requisite to success in all operations by land or sea. In the oceans aircraft carriers must provide the facilities to achieve that end.

U.S. Army and R.A.F. aircraft attacked Japanese forces in Burma, raiding aerodrome, river craft, and power station at Rangoon, the aerodrome at Akyab, steamers on the Mayu and Chindwin rivers, barracks and stores at Kyaukpyu. The American Volunteer Group from China, bombed Japanese fortified positions west of the Salween river.

British, American, and Chinese pilots flew 8,616 refugees—women and children first—from Burma to India. U.S. Army Air corps carried 4,228. One plane brought out 72 refugees in one trip. R.A.F. planes dropped 100,000 lb. of food to evacuating parties on the ground, and food, boots, and shoes to British troops retreating over the hills.

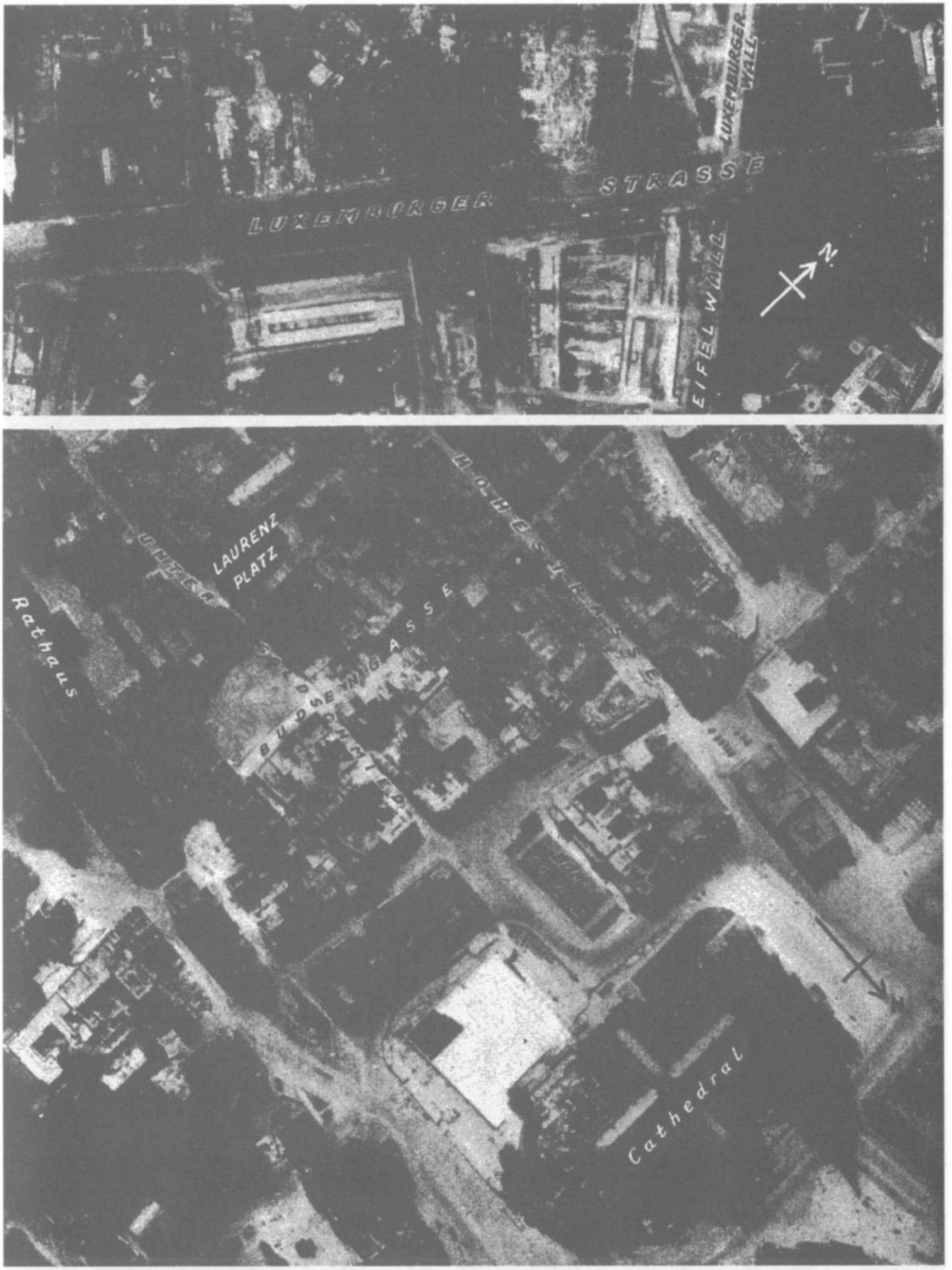
The Commonwealth—Australia, Canada, New Zealand, United Kingdom—Air Training Plan has been extended to March 31, 1945, by conference in Ottawa. It assures the training of air crews in adequate numbers for the huge air programme that lies ahead. Britain will contribute half the cost.

Russo-German air operations have remained tactically directed towards targets in the field and forward supply routes on land and at sea. The Russian Air Force uses rocket propulsion to discharge anti-tank bombs from Stormovik low-level bombers, and have applied the same gear to their Hurricane (British-built) bombers.

The U.S. Curtiss-Wright C43 "Commando" army transport aeroplane can carry field guns and reconnaissance cars.

IN CANTERBURY, the Dean, Rev. Hewlett Johnson, inspecting the damage which resulted from the raid on the night of May 31. Two churches, a newspaper office and two schools were among the buildings destroyed. The victims included the town clerk and his wife. *Photo, Associated Press*

What the 1,000 Bombers Did to Cologne



DEVASTATION IN COLOGNE after the 1,000-bomber raid on May 30 revealed in R.A.F. photos taken several days later, when at last the pall of smoke had been dissipated. The cathedral, seen in the bottom right-hand corner, was spared, receiving only superficial damage from blast. Heavily blitzed areas totalled 5,000 acres of industrial property, including gasworks, tire factories, the Deutsche Wagen Fabrik A.G., the Humboldt Deutsche Motoren A.G., and the Humboldt Deutsche works at Koeln-Kalk. The photograph at the top shows the destruction in the neighbourhood of the Luxemburger Strasse and Eifel Wall.

Photos, British Official: Crown Copyright

Back from Cologne, Greatest Raid in History

Back from their great raid over Cologne, some members of the crews are celebrating with smiles and the familiar "thumbs up" signal the doom of many a Nazi munition works.

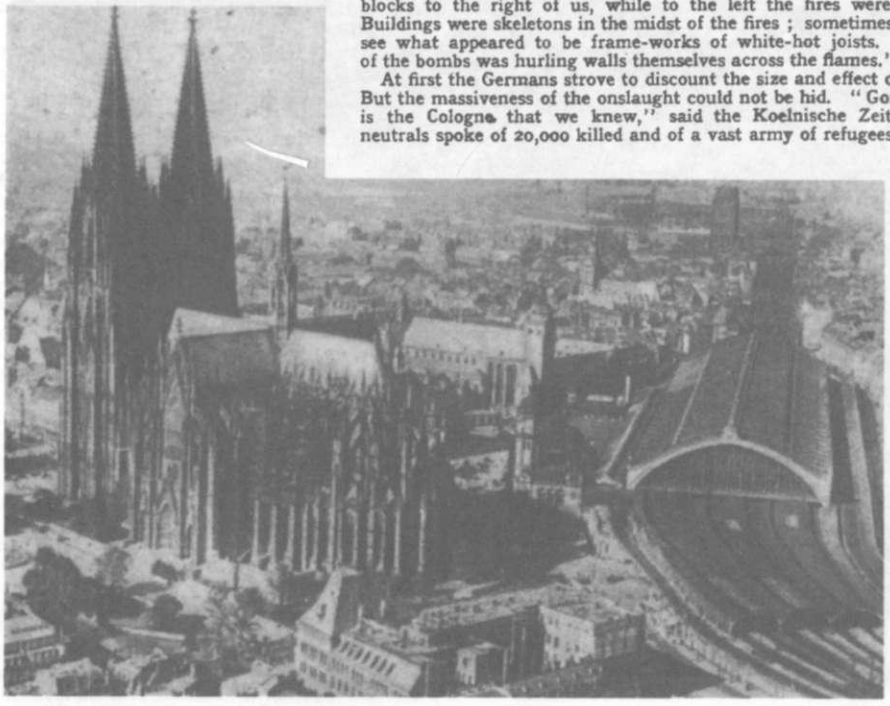
Air Vice-Marshal J. E. A. Baldwin, who flew with the bombers to Cologne so that he could "see things for himself."

ON May 30, 1942, the 1,001st day of the war, 1,130 British-manned aircraft took part in the greatest aerial offensive in history to date. The target for that night was Cologne. 13,000 men, roughly divided between the ground and the air, were organized to the minute. Machines were tuned up, bombs were put in the racks and crews were briefed. While the bombers winged their way to the main objective, machines of the Army Cooperation Command were engaged in diversionary attacks on enemy aerodromes . . .

The raid was brilliantly described by a Flying Officer who was a bomb-aimer in a Lancaster. Puzzled by the unusual light over enemy territory, the navigator consulted his chart. The city, he thought, was much too far away to be seen. So great, however, were the fires caused by early arrivals over the target that it was actually Cologne. "The glare was still there like a huge cigarette-end in the German black-out. On and on the plane went until it 'flew into the smoke.' Down in my bomb-aimer's hatch I looked at the burning town below me. I let the bombs go. As we crossed the town there were burning blocks to the right of us, while to the left the fires were immense. Buildings were skeletons in the midst of the fires; sometimes you could see what appeared to be frame-works of white-hot joists. The blast of the bombs was hurling walls themselves across the flames."

At first the Germans strove to discount the size and effect of the raid. But the massiveness of the onslaught could not be hid. "Gone for ever is the Cologne that we knew," said the Koelnische Zeitung; and neutrals spoke of 20,000 killed and of a vast army of refugees.

R.A.F. navigator, back from Cologne, handing over his maps to a member of the W.A.A.F.



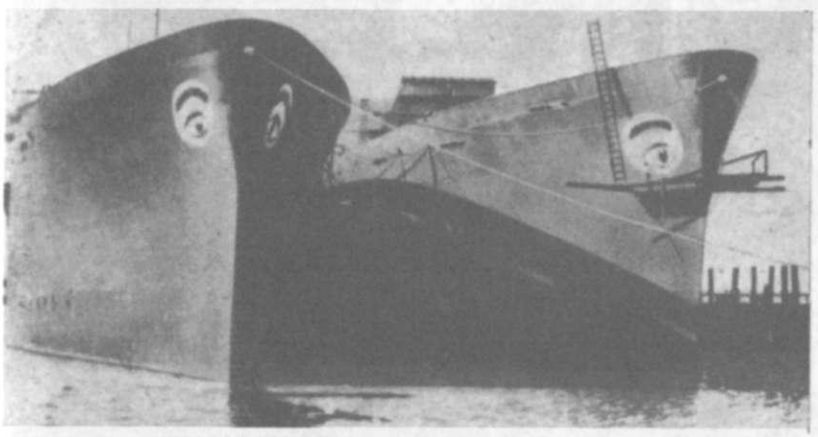
General view of Cologne showing the cathedral and main railway station. In the background, stretching for miles, is the vast industrial area. Right, three Canadian members of the crew of a Halifax bomber enjoying a cup of tea at a U.S. mobile canteen, after being briefed.

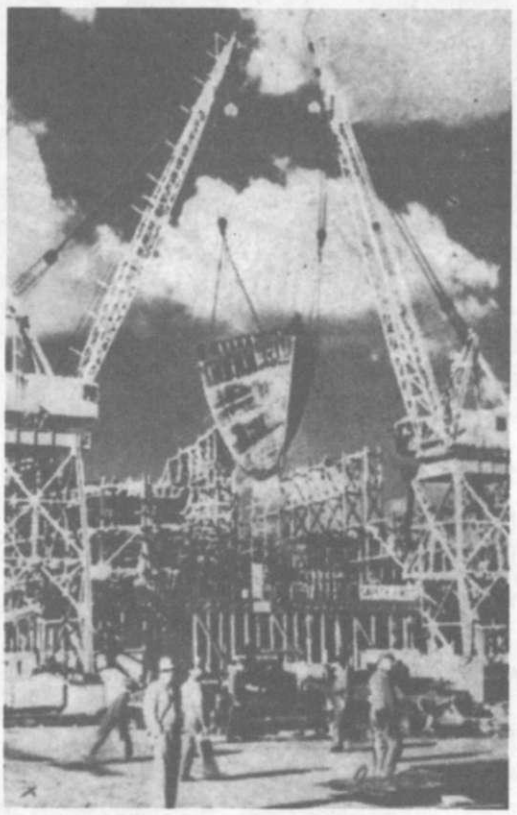
Photos, British Official; P.N.A., Sport & General, Associated Press

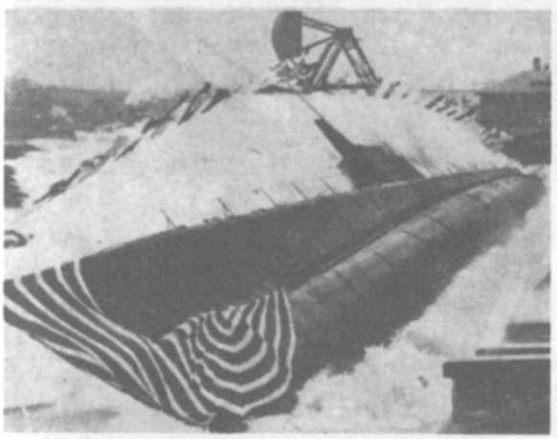
In America Ships Are Being Mass-Produced

SUBMARINE CHASER, nearing completion in the Defoe shipbuilding yards at Bay City, Michigan. By the upside method of construction—that is, hull uppermost—it is possible to turn out such a ship in a week, whereas in the orthodox manner it would take six weeks.

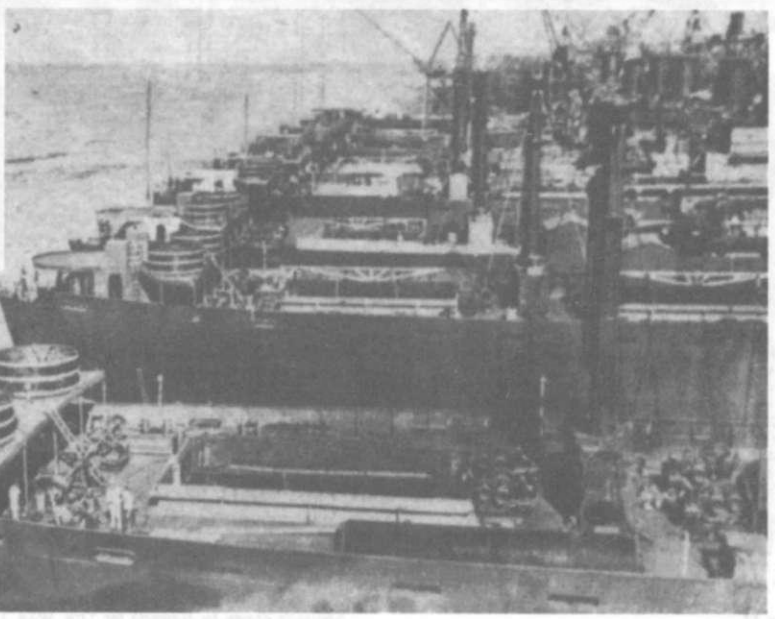
Entire forepeak section of a Liberty ship's bow of prefabricated material being hoisted into place at the California Shipbuilding Corporation's yard at Wilmington (below). Mass-produced ships of this kind are welded together and not riveted, thereby saving time, manpower and deadweight. All ships being built in America for Britain will be welded.







Two more Liberty ships, as the U.S.A.'s new merchantmen are popularly styled, nearly ready for Freedom's war. In deference to a very old custom, eyes have been painted on their prows as a charm against the perils of the sea.

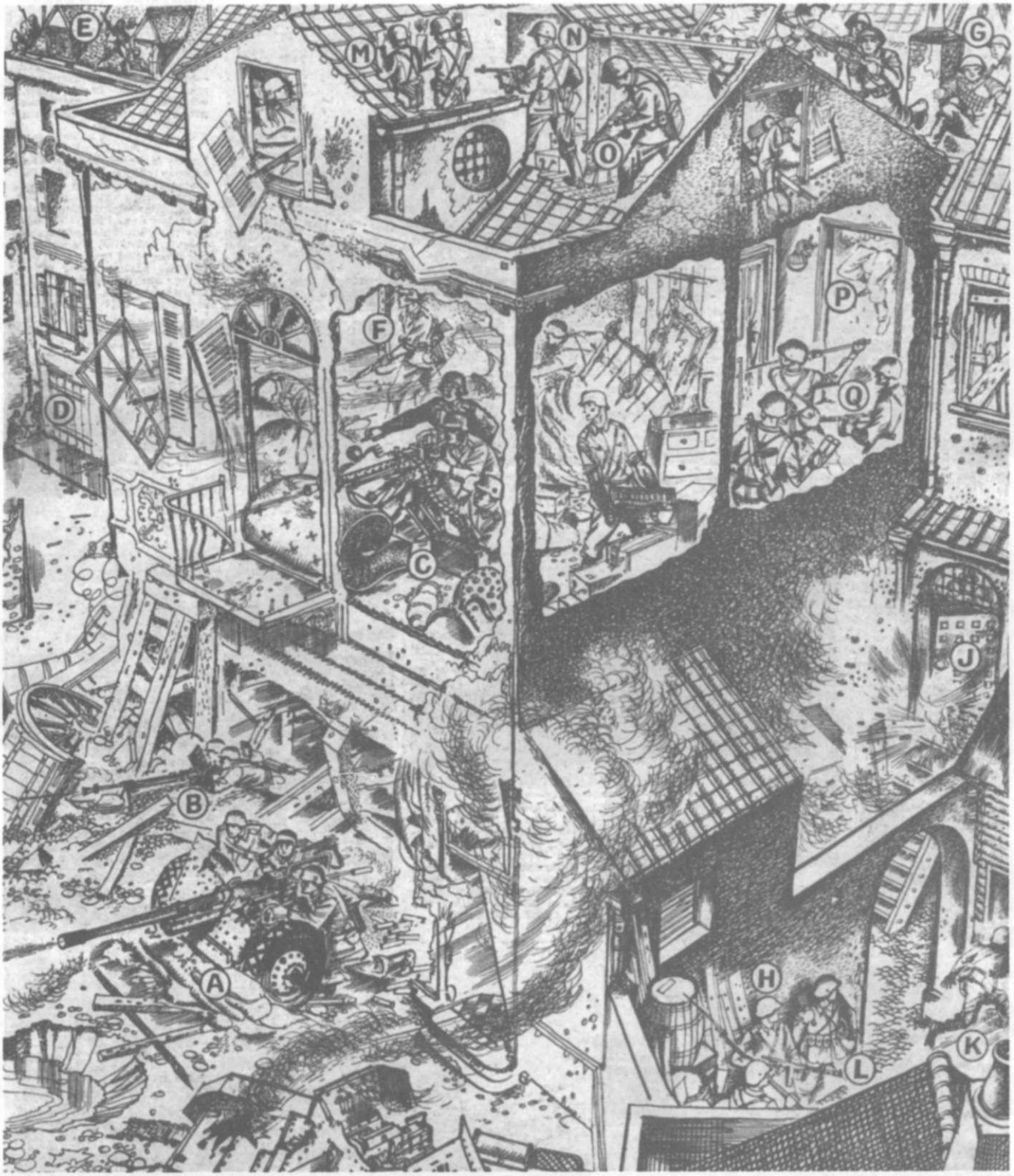


New U.S. submarine being launched at a Wisconsin shipyard on Lake Michigan (above). After being fitted and passing her naval tests she will be christened the U.S.S. Peto.

Nine new ships at a fitting-out dock are part of the vast new U.S. armada (right). The striped drums on their sterns are gun-emplacements. These ships will soon be playing their part in keeping the Allied lifelines open.

Photos, Associated Press, Wide World, Keystone

House-to-House Fighting in a Soviet Town



"THE BATTLE FOR 'X'" (said a recent dispatch from the Russian front) is not yet over, but day by day the Germans are being driven back towards the centre of the town." This drawing illustrates some of the tactics and weapons employed in street fighting of this type.

The Germans are here depicted in possession of a block of buildings, from which they can direct withering fire along several important roads. This house, typical of Russian domestic architecture, is heavily fortified, being defended by an anti-tank gun (A) and anti-tank rifle (B) on the ground floor, a heavy machine-gun (C) on the first floor and numerous riflemen stationed at the windows.

A frontal attack being virtually impossible, the Russians have worked their way round side streets, clearing houses and overcoming resistance as they go. Protected by covering machine-gun fire from (D) and from windows behind this machine-gun, the attackers have reached the roof at (E) and are breaking in. All windows on that side of the Nazi stronghold are under fire ; e.g. the German soldier (F) is driven back from his window. It must be imagined that a similar attack has been launched on the opposite flank not only from the roof (G) but also at street level (H). The party carrying out this latter move are seen crouched under cover, their objective being the heavy door (J) leading to the rear of the German anti-tank gun and anti-tank rifle positions which are holding up the main Russian advance. One man (K) has darted forward and flung a grenade at the heavy door, taking cover himself immediately. Another (L) of the party prepares to throw should it be necessary.

Party (G) have made the best progress of all and are seen in the act of attacking the defenders from the rear. They have " mouseholed " their way along the eaves and attics of adjoining houses and are now seen entering the strongpoint by the roof. German snipers (M) are held up by a Russian (N) with a sub machine-gun whilst another (O) prepares to demoralize defenders below by firing a shattering volley through the floor. Meanwhile, others of the same patrol have torn a hole in the roof ; one man (P) is seen dropping through to assist his comrades (Q) who are breaking down the door preparatory to hurling a grenade into the machine-gun nest established in the room within.

Specially drawn by Haworth for THE WAR ILLUSTRATED

With Timoshenko's Army Outside Kharkov

CAPTURED NEAR KHARKOV, a group of German prisoners taken by Red Army men during fierce fighting for a village. Right, camouflaged in white overalls Soviet soldiers advance on Yuknev.

UNITS OF THE RED ARMY under Marshal Timoshenko storming German defences on the Kharkov front. The position, originally forest land, was cleared by the retreating Nazis, but trees and their stumps were left about to impede the Russian advance.

IN THE UKRAINE lumber and brushwood make hard going for Soviet infantrymen. Left, a rubber dinghy comes in handy for German soldiers crossing a flooded street in a town on the East Front.

Photos, British Official: Crown Copyright; Planet News, Keystone

Battle School: The 'Real Thing' in Training

Much has been heard recently of the new battle drill which is now an established part of the training of the British Army. Below we give some account of its origin, of what it attempts to do, and of how it does it; and more may be learnt from the series of photographs which are given in the pages immediately following.

UP a slope towards us twenty men are running slowly and heavily. They wear a kind of combination overall and battle-dress, black and shiny with water, streaked with dull red, daubed with mud. Some of their faces are purple with extreme exertion, others are white or yellow. Round them three or four instructors prance and skip, gesticulating with short sticks, and shouting hoarsely: "Hurry, hurry, hurry! On, on! There are Huns at the top of the hill! Get at them! Kill them—hurry! They'll get you if you don't get them. On, on!" The men stumble to the top of the hill and stand swaying wearily and begin to take their muddy rifles to pieces and clean them. When they've done that a whistle blows and they close together automatically, and stumble away at the double.

So Richard Sharp of the B.B.C. describes the conclusion of the "assault course" at one of Britain's new battle schools. There are a number of these schools now, one in every Command, and all are under the direct control of General Sir Bernard Paget, Commander-in-Chief of the Home Forces. For the most part they were started by individual commanders, and they still retain a distinct individuality in the methods adopted to turn out officers and men capable of standing up to the test of modern war. In them battle drill is carried to a high pitch of realistic perfection, although it is now being extended to all the infantry.

What is battle drill? In brief, it is the training of men in the circumstances as near as may be of actual battle, so that when they are confronted with the "real thing" they will know instinctively what to do and how to do it. It dates from about the time of Dunkirk, when there were many officers who realized from their experience of the fighting in France that the British soldier, although as brave as the bravest, a good shot with the rifle, and a handy fellow enough with the bayonet, was hardly to be compared with the Germans in the tactics of modern warfare. He knew little of infiltration, and as often as not his handling of his weapons—other than the rifle—left something to be desired. (This was hardly to be wondered at, since the number of Bren guns, anti-tank rifles, etc., issued before the war was very limited.) Chief of those who urged the modernization of training was General Sir H. Alexander, upon whose tactical notes drawn up after Dunkirk the new methods are largely based.

How to enter a house suspected of being occupied by the enemy. The door is kicked open, the soldier holding his Tommy gun at the ready. *Photo, The Daily Mirror*

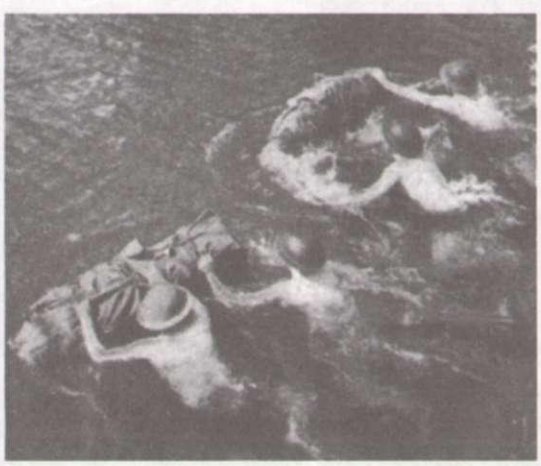
The old formal drill of the barrack square was, in fact, the battle drill of Waterloo. A new age has brought with it a new kind of war, and a new kind of war demands new methods. So new battle drills have been, and are being, devised. Details vary, but in general the section adopts arrow-head formation, in which each man has a designated task, whether it be as leader, Bren gun 1 and 2, grenadier, sniper, and so on. Special drills have been worked out for clearing forests and crossing rivers; and so complex and various are they that the full course at a battle school may take the whole of a very full and arduous sixteen days.

There are both offensive and defensive drills for sections and platoons, companies and battalions, and all through the aim is to ensure that each man, from the private to the colonel, shall know automatically what part he has to play in battle. Not the least of the difficulties which distinguish the new drill from the old, is that it involves the use of live ammunition from all infantry weapons, while the men engaged are also exposed to very realistic dive-bombing by aircraft.

To return to Richard Sharp's description, the particular battle school he visited has for its commander a lieutenant-colonel of twenty-one, and in the class were majors, captains, lieutenants and sergeant-majors. All were dressed alike in impersonal denim, with no marks of rank, and all were treated alike. The day which ended with that charge up the slope had begun with a lecture on hate, delivered in the "hate room," which is hung with photographs from Nazi-occupied Europe, of people starving and sick, of the dead lying in heaps. The commandant explained that if you hate your enemy you are likely to kill him more quickly and efficiently. After the lecture the men, with rifles, bayonets fixed, and packs on their backs, had run a sort of race. First they had lain on their backs and clawed their way with bleeding hands under a nest of barbed wire ten yards wide. They had gone under and over the low hurdles, throwing themselves at them; then through burning paraffin, wincing and screwing up their eyes, but hurrying on; then through deep water, and under more barbed wire with Bren-gun bullets cutting a crease in the grass just in front of them (*see* photos, pp. 16, 17).

Another "hazard" is what is called the "haunted house" (*see* photo on the left). It is a cottage filled with booby-traps and supposed Germans—cardboard figures which pop up from behind shelves and peer round chimneys, lie in wait behind closed doors and in cupboards or lurk on the dilapidated stairs. As you push open the front door a mine goes off, filling the little room with smoke. A soldier with a tommy-gun lets fly—with live ammo.—and with grim determination makes his way from room to room, upstairs under a hail of tins and buckets of dirty water, whirling round and tut-tutting with his gun as enemy figures appear with disconcerting suddenness, in front and behind, at this side and on that. Altogether, then, an immense amount of ingenuity has gone to the planning of the battle drills and the assault courses in particular, and it is not unnatural that the men who take part in them, however sceptical and "browned off" they may feel at the beginning, soon show the most eager interest. But the course at the battle schools is a gruelling one; not all the students can manage to make the circuit, and those who fail—usually for physical reasons—are at once returned to their units.

General Paget recently wrote to all the Army Commanders strongly condemning the use of strong and offensive language to urge students to greater efforts during training. "While troops will respond to a lead," he said in a letter to the Army Commanders, read at the Assembly of the Church of Scotland in Edinburgh, "they will not be driven on by abusive language. When such language is used by N.C.O.s to officer-students, I consider it is most harmful to discipline." A second point he criticized was "the attempt to produce a blood lust, or hate, during training. Such an attitude is foreign to our British temperament and any attempt to produce it, by artificial stimulus, is bound to fail. Officers and N.C.O.s must be made to realize the difference between this artificial hate and the building up of a true offensive spirit, combined with the will-power which will not recognize defeat."



After packing their rifles, equipment and clothing in their groundsheets and gas capes, soldiers in training at one of the Battle Schools set up in the Commands cross a river. In this way clothes and equipment are kept more or less waterproof, and the bundles themselves, being buoyant, act as a support for the swimmers.

Photos, British Official: Crown Copyright

Photo, British Official: Crown Copyright

Britain's Soldiers at Battle Drill

Battle Drill is now a recognized feature of the British Army's training, and at Battle Schools in various parts of the country—this photograph was taken at one in Northern Ireland—men are trained to fight under conditions approaching as near as possible the "real thing." A descriptive account of the new methods is given in the opposite page.

'Over the Top' in the Assault Course

1. The Assault Course begins: advancing through explosions and barbed wire. 2. "Flattening out" before a hail of live ammunition from Bren-guns. Tracer bullets are furrowing the sand in the immediate foreground. 3. All in the day's march—or swim—an infantry officer reaches the top of a 30 ft. wall. 4. Infantry crawling through a muddy "hazard."

Photos, British Official & General, The Daily Mirror Copyright; Sport Central Press

Attack! Attack! Always Attack!

5. Through fire and water they go under conditions similar to real warfare. 6. With full equipment, steel helmets and rifles, troops swimming a reservoir. 7. Soldiers advancing through a barbed-wire obstacle under instructors' fire. 8. A wire-cutting party clearing the way for an advance by Bren-gun carriers, charges exploding to represent mortar fire.

In Scotland Today: Germany Tomorrow!

Photos, British Official · Crown Copyright

Preparing for the "second front," these troops of the Scottish Command are carrying out landing exercises at night with gun-cotton charges exploding in the lake and tracer ammunition being fired within a few feet of them. Live ammunition is the order of modern training. In the upper photograph is another landing-party coming ashore under a smoke screen.

Here and There in the India That Isn't British

In all the prolonged and widespread discussions concerning what is called the Indian problem, little has been heard of those territories in India which are neither British nor ruled by Indian princes, i.e. Portuguese India and French India. These are the subjects of the article that follows.

As everyone knows, India—the vast peninsula or sub-continent which has its crown in the towering peaks of the Himalayas and its foot in the warm waters of the Indian Ocean—is divided between British India and the India of the Princes, i.e. those Indian states which have treaties of alliance with the British Crown. But there are also two other Indias, so far as political allegiance is concerned; there is a Portuguese India and a French.

Of these the more important, both in area, and population, is Portuguese India, which consists of Goa, with the islands of Angediva, São Jorge and Morcegos on the Malabar coast; Daman (Damão) on the Gulf of Cambay, north of Bombay; and Diu, on the other side of the Gulf, on the coast of Gujerat. All in all, these have an area of 1,537 square miles, with a population of some 600,000.

All are relics of the days when Portugal was the world's greatest commercial and colonizing power. Goa was captured in 1510 by the famous Portuguese captain, Affonso d'Albuquerque. An attempt by the local king to eject the Portuguese was defeated, and Goa became the capital of the whole Portuguese Empire in the Orient.

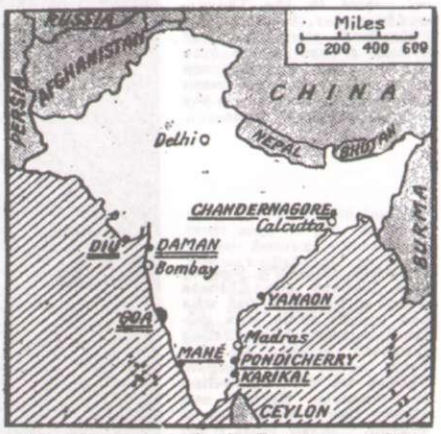
The customs and constitutions of the native village communities were left practically untouched, save that the rite of suttee (widow-burning) was abolished, but on the native framework was erected an imposing edifice of military, commercial, and ecclesiastical power, so that "Golden Goa" rivalled in splendour the empire of the Moguls. Its great days were at the close of the sixteenth century and the opening of the seventeenth; then the appearance of the Dutch in the Indies led to Goa's gradual decline. When a hundred years later Clive set about establishing British power in India, Goa was well nigh deserted by all save priests and monks; its arsenal, its quays, its palaces and even many of its churches were in ruins, while its streets were overgrown with grass. And such it has remained for the most part, a city of ruins and ancient memories. In the most notable of its surviving churches, that of Bom Jesus, are enshrined the mortal remains—still in a fair state of preservation—of St. Francis Xavier, the Apostle of the Indies, who died in 1552 in China, and was reburied in Goa two years later. The present-day capital of the colony is Panjim, or New Goa, which possesses a modern port as well as the usual complement of Government buildings. On the other side of the Mandavi estuary is Mormugão, which is linked by railway with the British Indian system.

Daman has been Portuguese since 1558—the year in which our Queen Elizabeth came to the throne; attached to it are the territories of Dadará and Nagar Havili, which were occupied considerably later. The soil is fertile, and there are some fine teak forests; there are also some salt works and shipyards.

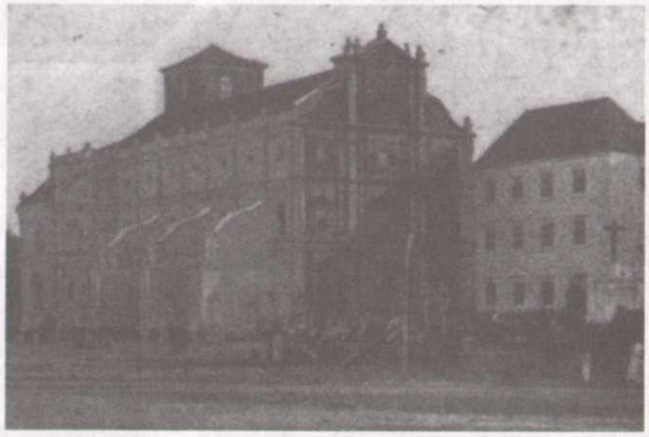
Diu comprises the island of that name and a small district (Gocola and Simbor) on the mainland. Once it was an important port, but the water is not deep enough for large ships and its trade is now decayed.

Now let us turn to French India. This consists of five separate colonies or provinces—Pondicherry, Chandernagore, Karikal, Mahé and Yanaon—which together cover an area of 196 square miles with a population of some 300,000; each province is divided into communes, with their own municipal institutions. Most important is Pondicherry, whose Governor is Governor-General of the French possessions in India; there is also an elected General Council, and the colony used to have its representatives in the French Senate and Chamber in Paris.

Those who remember their reading of Macaulay's vivid pages will not need to be reminded of the rivalry between the French under Dupleix and the English under Clive; and Pondicherry (which was originally founded by French settlers in 1683) was Dupleix' base in his bid for a French empire in India. In 1748 Admiral Boscawen laid siege to it unsuccessfully, but Coote took it from Lally in 1761. Restored to France some years later, the British captured it again in 1778 and its fortifications were destroyed. Twice more it was restored to the French and captured by the British, but since 1816 it has remained in French possession, although it is entirely surrounded by British territory. The town of Pondicherry has some fine public buildings, cotton and bone mills, and in the adjoining countryside rice and grains are the chief crops.



On this map of India the French possessions are underlined, while the Portuguese are indicated by a double line.



IN OLD GOA, the church of Bom (the good) Jesus, where the body of St. Francis Xavier, the Apostle of the Indies, was laid to rest in 1554. Except for a few churches Old Goa is now in ruins. Pangim, or New Goa, has been the capital of the Colony since 1843. *Photo, E.N.A.*

Chandernagore is a pocket-handkerchief of a territory—it contains only three square miles with a population of under 40,000—on the Hooghly, some twenty miles above Calcutta. It became a French settlement in 1688, and in the Dupleix period enjoyed considerable importance. Like Pondicherry it has changed hands time and again, until in 1816 it became French for good. Today it is described as a quiet riverside town.

Karikal was captured by the French from the Rajah of Tangore in 1739, and after the usual vicissitudes; was restored to them by the British in 1817. It has an area of fifty-three square miles, and a population of about sixty thousand, who engage in commerce with Ceylon and (in normal times) with the Straits Settlements. Mahé (area 26 square miles, population 13,000) is the only French possession on the west coast of India. Like Pondicherry, it used to have its representative in the French Parliament; but economically it is in decay. As for Yanaon, there is little that can be said about it, save that it is five square miles in extent, and that it has some 5,000 people.

Governor of French India is M. Louis Bonvin. On September 9, 1940 he announced his adhesion to General de Gaulle, who nominated him to the Council of Defence of the Free French Empire.

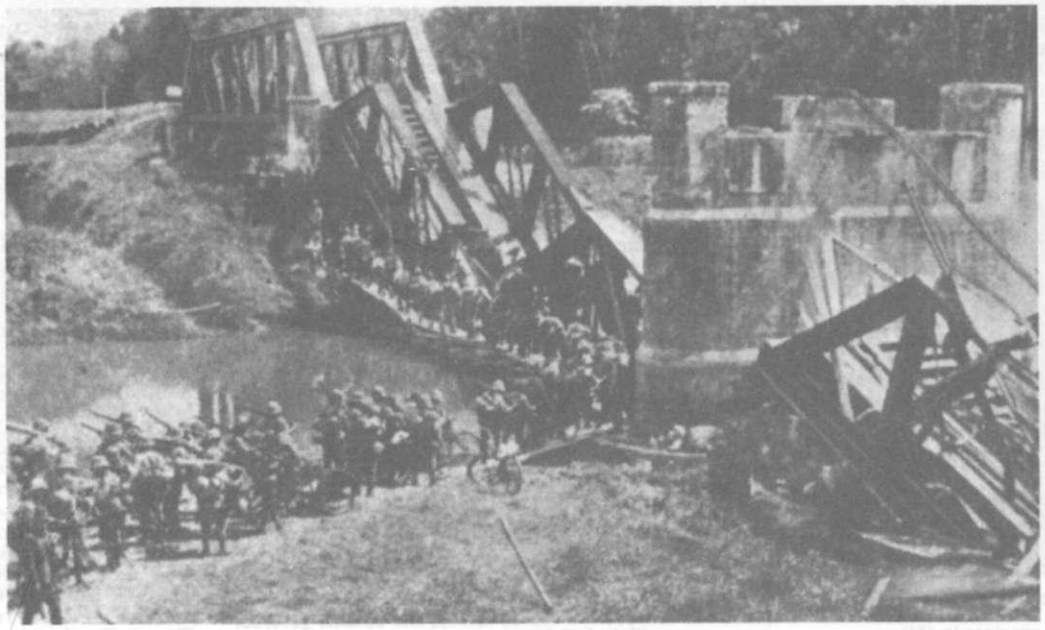
PONDICHERRY (left), capital of French India, lies about 100 miles south of Madras. Right, the statue in the town of J. Francois Dupleix, who founded the French colony, and became governor of the province in 1741. *Photo, E.N.A.*

Nearing the End of a Weary Road in Burma

BRITISH SOLDIERS—they are men of the King's Own Yorkshire Light Infantry—on patrol in the Tharrawaddy sector, Burma. The "Koylies" were the first British troops to go into action against the Japanese in Burma, and they were continuously engaged on the Sittang River front.

INDIAN TROOPS (below) who assisted the Chinese forces at Toungoo, and who had fought their way gallantly through the encircling Japanese, passing along a road north of Toungoo. Though we were compelled to evacuate Burma our efforts there, said General Wavell, "saved India from what might have been a serious situation."

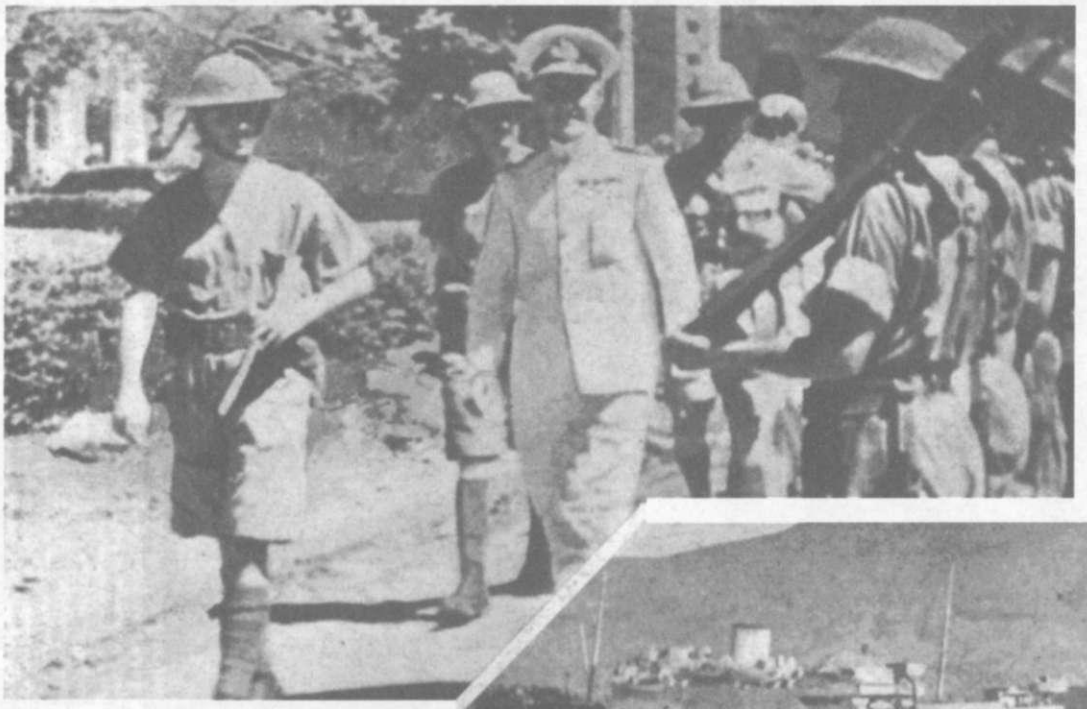
"KOYLIES" on the Burmese front. In a statement to the Press at New Delhi on May 29 General Wavell said, "The Burma campaign is over for the time being, but some day I hope we will fight it again the other way round." Of the troops who went from India to Burma more than four-fifths got back.



On the road to Moulmein, third largest town in Burma, this important bridge was destroyed by our retreating forces. Japanese engineers erected an emergency gangway, and in this photograph some Jap units are seen crossing the river.

Photos, British Official: Crown Copyright British Newsreels; Wide World

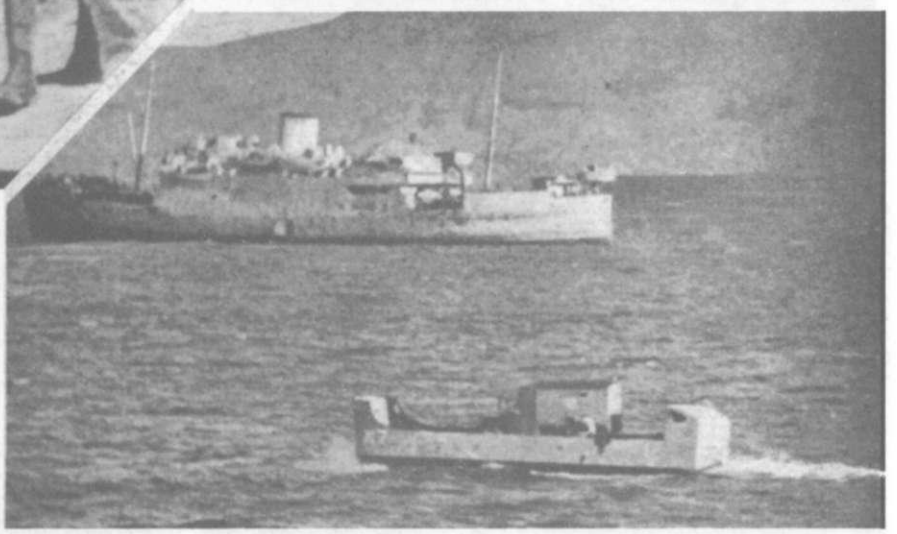
In Madagascar the British Assume Control



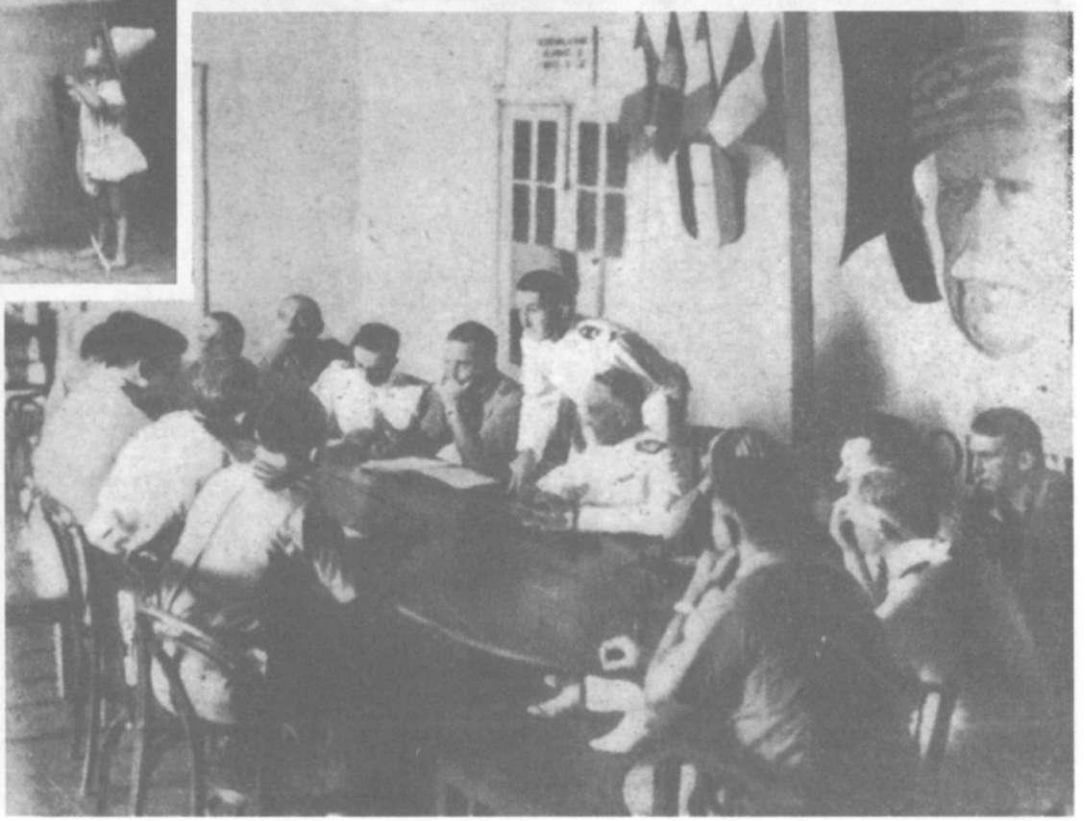
Rear-Adm. E. N. SYFRET and Maj.-Gen. STURGES inspecting British troops in Diego Suarez, after the surrender of the fort and port to combined British naval and military forces on May 7.

One of the British landing-craft used in the taking of Diego Suarez, carrying a motor ambulance. Although there was some severe fighting with the Vichy forces, our total casualties in the engagement, according to Mr. Eden, amounted to less than 500.

Photos, British Newsreels

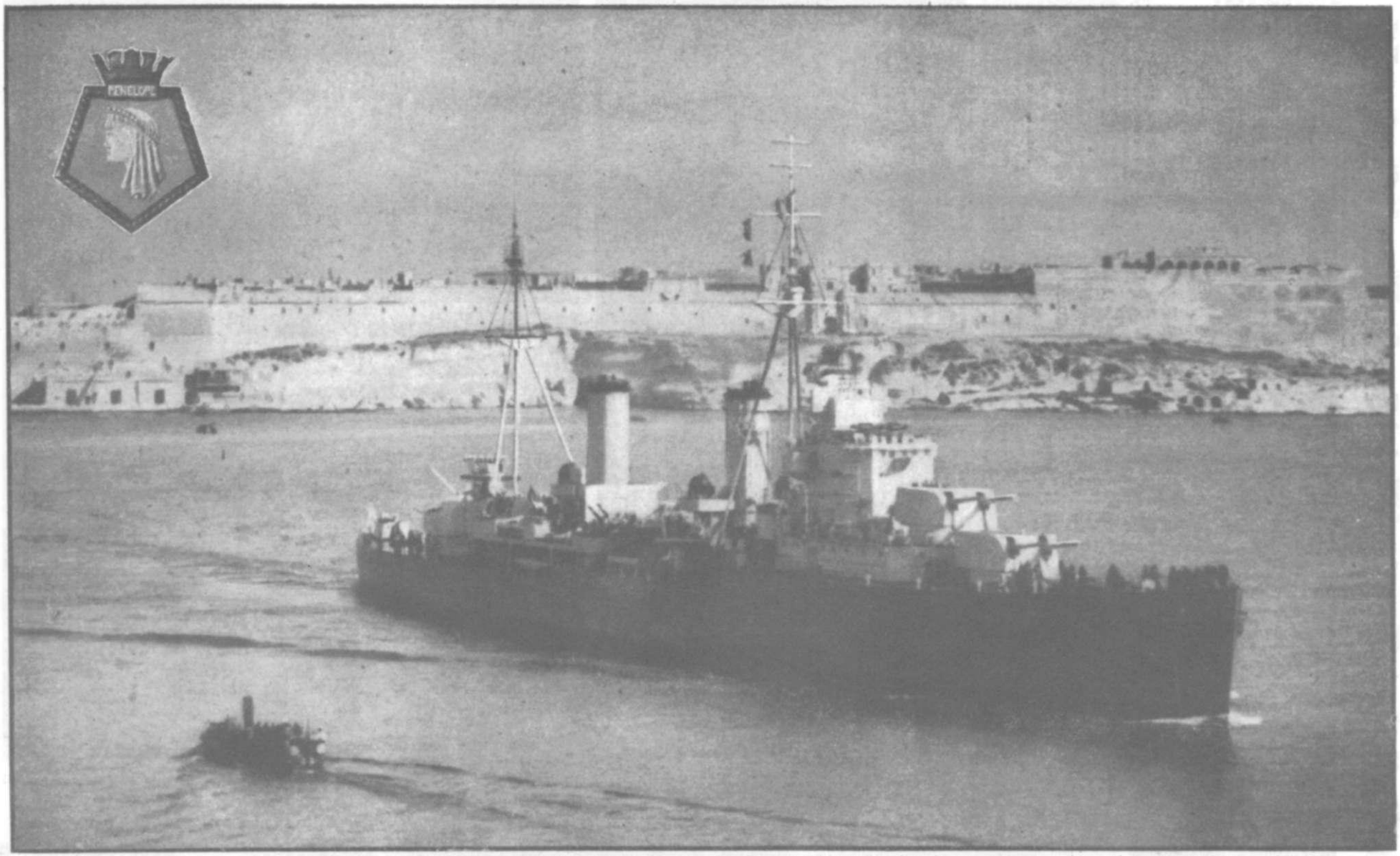


Imitation is the sincerest form of flattery. A small Madagascan looks up to the tall British soldier on sentry in Diego Suarez harbour. One of the clauses in the terms for the surrender of Madagascar was that the territory would remain French and would be restored to French sovereignty after the war.



AT ANTSIRANE, the scene at the British headquarters, after the surrender of Diego Suarez. The French naval, military and air respresentatives (backs to camera) are facing the British combined services delegation, including Rear-Admiral E. N. Syfret, Commander of the British Naval forces.

Photos, British Official: Crown Copyright



H.M.S. PENELOPE, 5,270-ton cruiser, at Malta. Behind this laconic statement is a story of pluck and resource that must take its place among the proudest annals of the British Navy. Penelope (Captain A. D. Nicholl, D.S.O., R.N.) was singled out for attack by Axis aircraft, and for two weeks was subjected to some of the heaviest raids in Malta's experience. For the greater part of every day the Penelope's guns were in continuous action, and it was a case of all hands, including stewards and cooks, to the guns which were kept going in spite of a veritable hail of bomb and flying splinters. The ship was repeatedly hit, but repairs were carried out under fire while the Penelope's guns hit back at the raiders. Almost to schedule the ship was got ready for sea. Capt. Nicholl was wounded, but continued to direct operations without rest or respite. H.M.S. Penelope, notwithstanding her damage and her exhausted crew, put to sea. On the following day she was shadowed by two float planes, and during the morning a Ju. 88 and four Italian torpedo-bombers attacked, but the cruiser retaliated with such fury that the enemy planes were beaten off. Then followed other raids in swift succession. These, too, were frustrated. A critical moment arrived when a force of six torpedo bombers delivered a torpedo attack, but, superbly handled, the cruiser was not hit. Fourteen Ju. 88s came over, and one bomb fell near the Penelope. A single Ju. 88 made a final effort, but failed, and Penelope reached Gibraltar. Now H.M.S. "Pepper-Pot," as she is nicknamed because of her 1,000 bomb-holes, is under repair in a U.S. port, while her Captain and several of her complement have been decorated.

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THE WAR AT SEA

by Our Naval Correspondent
FRANCIS E. McMURTRIE

AFTER a period of comparative quiescence, following their repulse in the Coral Sea action, the Japanese resumed activity in the Indian Ocean and Pacific at the end of May.

Their most important move was made against Sydney, headquarters of the Allied naval forces in the South-West Pacific. Here, at least four submarines of "special" type managed to enter the harbour on the night of May 31, but accomplished nothing beyond torpedoing an ex-ferry vessel used as a naval depôt ship. All four submarines were destroyed by gunfire or depth charges. One of them has already been salved from the shoal water in which she sank, and is reported to be somewhat bigger than the midget type used in the attack on Pearl Harbour on December 7, 1941. The latter were stated by the U.S. Navy Department to be 41 feet in length, but according to messages from Sydney, the vessel recovered there is at least 60 and possibly nearly 75 feet long.

F. E. McMURTRIE
Photo, Fox

It would appear, therefore, that the Japanese, finding the tiny craft used in their Hawaiian attack to be a failure, have now built somewhat bigger vessels in the hope of overcoming the defects of the original design. To judge from the fate of the four submarines at Sydney, this hope does not seem to have been realized.

In all probability these small submarines were launched from a depôt ship of some description, which must have approached within 100 miles of the Australian coast to give her brood a chance of success. Naturally every effort will have been made to run down and sink this parent vessel, but she is probably a fairly fast ship and has therefore been able to make her escape. Australian and Dutch aircraft engaged in hunting for her were fortunate enough to locate four enemy submarines at sea, off the New South Wales and Queensland coasts. Three of these are considered to have been destroyed beyond doubt, having been bombed as they were about to submerge. They were larger vessels than those which entered Sydney Harbour, and were evidently cruising independently against commerce. One of them had torpedoed a ship just before she was intercepted. A bomb which hit the submarine amidships caused her to break in two and sink, with the loss of all but five of her complement of 42. It is possible that she was either Ro. 33 or Ro. 34, submarines of 700 tons, launched in 1933-34, and armed with four torpedo tubes and a 3-inch gun.

At Diego Suarez, the naval base in the north of Madagascar occupied by British forces as a precautionary measure, a Japanese submarine attack was defeated on May 30. In order that the enemy might gain no useful guidance for the future, the Admiralty refrained from publishing details of this affair, beyond stating that no casualties were sustained in any of H.M. ships. A claim made in Tokyo to have damaged a battleship of the Queen Elizabeth type and a cruiser of the Arethusa class on this occasion, has been definitely denied. Probably it was made in the hope of eliciting some sort of information.

ON June 3 an air raid was delivered on Dutch Harbour, the U.S. naval station in the island of Unalaska, on the south-eastern edge of the Bering Sea. As headquarters of the U.S. Navy in Alaskan waters, this harbour is of some importance, though it is by no means a first-class naval base. Nor is it well adapted as a starting-point for attack upon Japan, 2,000 miles distant, weather conditions in the intervening seas being bad for most of the year. Four bombers and 15 fighters carried out this raid, which lasted 15 minutes. High-explosive and incendiary bombs were used, but no damage of note was done. Two further visits from enemy aircraft followed, but no more bombs were dropped. It seems fairly certain that the planes came from an aircraft-carrier. In this way the Japanese may have hoped to excite popular apprehensions on the Pacific coasts of the United States and Canada to such an extent as to divert forces which could be more usefully employed elsewhere.

A much more serious affair was the attack on Midway Island, an American naval air station, 1,125 miles to the N.W. of Hawaii. According to official communiqués issued by Admiral Chester W. Nimitz, Commander-in-Chief of the U.S. Pacific Fleet, the attack was opened on June 4 by a strong force of bombers from enemy aircraft-carriers. After American fighter aircraft had repulsed these with heavy loss, Japanese naval forces approached the island. Up to the time of writing, these had been decisively defeated with the loss of two if not three aircraft-carriers, with all their planes. This is of the first importance, since it is upon the possession of an adequate force of aircraft-carriers that supremacy in the Pacific largely depends. One or two more aircraft-carriers have been more or less badly damaged, as have three battleships, four cruisers, and three naval auxiliaries or transports.

This is the heaviest blow that has so far been inflicted on the Japanese at sea, and may well prove to be a turning-point of the war. That it should have occurred over the possession of a minor position such as Midway may seem strange; but probably the enemy considered it a thorn in their side, from which U.S. reconnaissance aircraft could keep watch over their dispositions in the Marshall Islands and neighbouring groups; 1,000 miles and more to the south-westward.

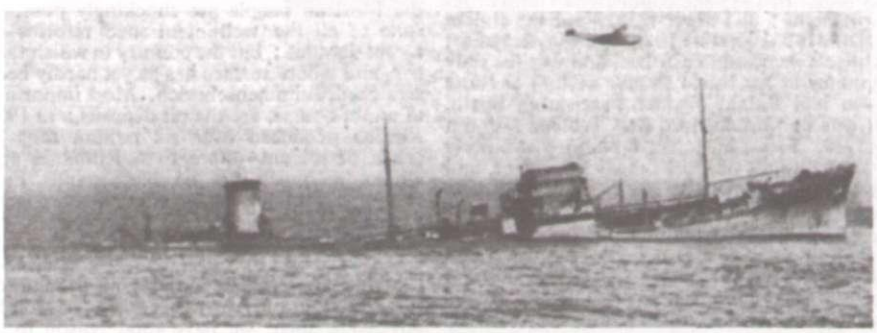
JAPANESE SUBMARINE being raised from Sydney Harbour. It is one of those sunk in the abortive Japanese raid on the night of May 31. *Photo, Australian Official*

If the enemy idea was to catch the defenders of Midway napping, after an interval of nearly three months since the island was last attacked, they certainly miscalculated badly.

In the Atlantic, U-boat attacks on shipping off the American Atlantic coasts continue to cause serious concern. On June 5 it was announced in New York that the Royal Navy was assisting U.S. naval forces with corvettes and trawlers to combat this menace, in view of the limited experience which our Allies have had in anti-submarine warfare. So long as the enemy are able to sink merchant vessels faster than they can be replaced, the war is by no means won.

ANOTHER phase of the German war against shipping can be seen in the constant air attacks upon convoys proceeding to North Russia. Owing to the proximity of enemy air bases in Norway and Finland, the Germans are invariably able to attack in force, while our defending fighters, fewer in number and often obliged to descend into the sea when their fuel is exhausted, are faced with an unequal contest. Though the recent German claim to have destroyed 18 ships in a single convoy has been described by the Admiralty as exaggerated by 175 per cent, these losses cannot be regarded with equanimity.

In the Mediterranean the Italian fleet shows no sign of enterprise. On the few occasions on which it has ventured to sea it has been so severely mauled that it now prefers to remain in port, except when obliged to provide escorts for supplies and reinforcements despatched to Libya. If it had not been for the tremendous force which the Luftwaffe concentrated on Malta in recent months, it is doubtful whether Rommel would have been able to renew his strength sufficiently for his recent advance in the Western Desert to have been undertaken.



AMERICAN TANKER sunk off the Georgia coast on April 8. Shell holes can be seen, and the smoke coming from the fo'c'sle is proof that the tanker was shelled after being torpedoed. Flying above is a U.S. Naval patrol plane. *Photo, Keystone*

Now Mexico Is Added to Our Company

Following the sinking by German U-boats of several Mexican tankers and merchantships, President Camacho asked the Mexican Congress for a declaration of war against the Axis Powers. This was granted, and from noon on May 28 Mexico was joined with the United Nations as their ally in the world-wide struggle.

ACCOMPANIED by soldiers, bands, and waving flags, officials of the Republic of Mexico on June 1 paraded the streets of the capital and the principal cities and towns to read a proclamation of war against Germany, Italy, and Japan. This was in accordance with old-time custom, dating back to the days when Mexico was a colonial province of Spain, but in fact the Republic was at war already.

Four days before, on May 28, President Avila Camacho addressed a special session of Congress assembled in Mexico City. Mexico, he said, was a peaceful nation and the last war in which she had been engaged was that against the invading French in 1862; but the recent sinking by German submarines of two Mexican tankers "in a cowardly ambush" made it necessary for Mexico to defend her honour and the principles of all liberty-loving people. "The dictators have attacked us" (he went on). "The nation understands that we have done all that was possible to avoid entering the war—all but passive acceptance of dishonour. Mexico expects each one of her sons to do his duty."

While promising that Mexican troops would not be sent to serve out of the continent, the President asked—indeed gave a pledge—that Mexico would collaborate to the full in continental defence and would co-ordinate its activities with those of the other American nations defending themselves and the hemisphere. The assembly cheered and cheered again as the President sat down, and hastened to give him the powers he required, viz. to declare a state of war with the Axis Powers and govern by decree for the duration of the war, the usual parliamentary guarantees being suspended during the emergency.

In Mexico the declaration of war against the Axis was received with general satisfaction, since of all the American republics Mexico has claim to be considered as the most firmly anti-totalitarian. Moreover—though this will seem hard to believe by those who think of Mexico as a land of dictators and bandits—she is genuinely democratic and to a very large extent socialist. It was in Mexico that the first of the great modern revolutions broke out—in 1911, when President Diaz, who had been virtual dictator of the republic for more than thirty years, was overthrown by Francisco Madero, whose slogan was "land and liberty." The story of the years that followed is as confused as it is blood-stained, but while presidents have come and presidents have gone, the revolution has gone on. Expropriation of the great landowners and the dividing up of the feudal estates into holdings for the peons, or Indian peasants; the disestablishment of the Catholic Church because of its political activities, and the nationalization of its large properties (other than the churches themselves); and the attempt to bring the great foreign oil interests, in particular the Mexican Eagle and the Royal Dutch-Shell groups, under full Government control—these are persistent features of the Mexican revolution. In 1938 the foreign oil companies were expropriated, and this led to the severance of diplomatic relations with Britain. Mexicans, however, regarded the act as a symbol of national sovereignty and independence, and it is satisfactory to recall that last October terms were agreed for the purchase of the oil properties.

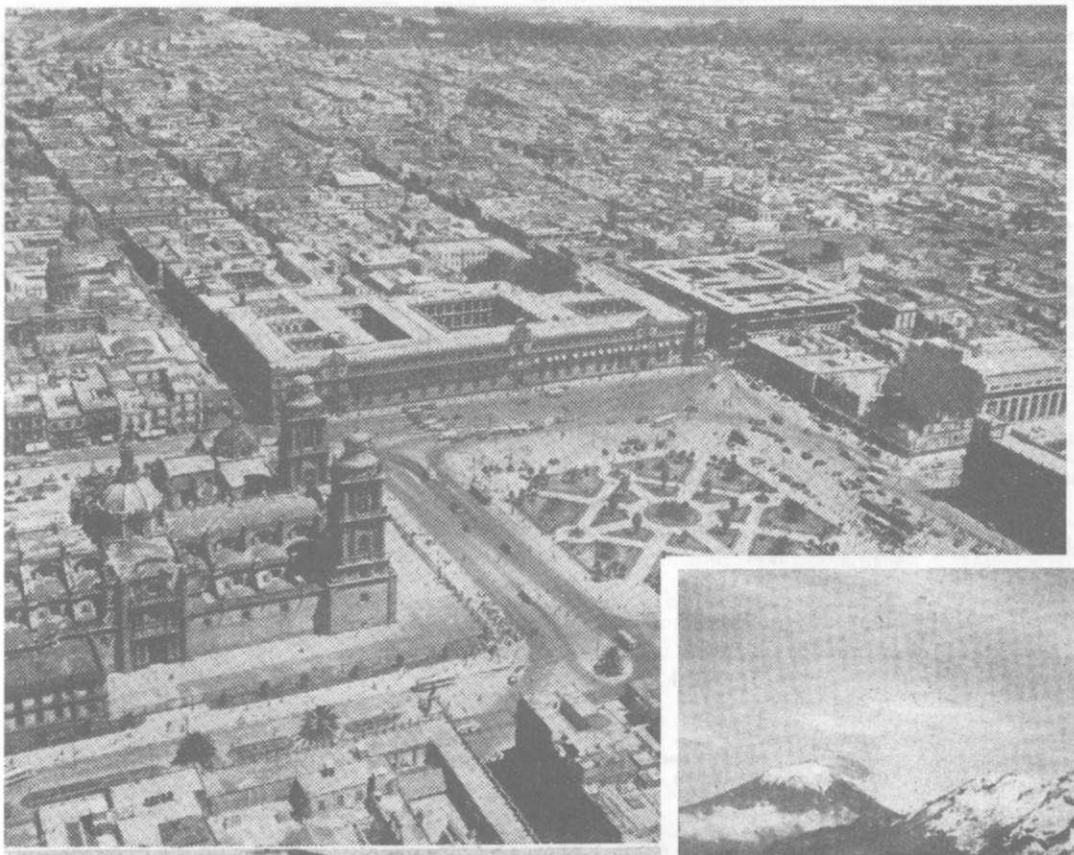
Then in foreign affairs Mexico's record of opposition to the aggressor powers is hard to beat. In 1935 she condemned German rearmament; she never recognized the Italian seizure of Abyssinia; she protested against Hitler's invasion of Austria, and was the only country in the world to give asylum to those who had fought against Fascism in Spain. It was in Mexico, too, that Trotsky found a refuge. Mexican public opinion was bitterly contemptuous of the Munich settlement, and for years it gave the principle of collective security ardent support. Then, although the country is not Communist—there are still no diplomatic relations between Mexico and Moscow—the entry of Soviet Russia into the war greatly strengthened her already strong sympathies with the democratic countries.

In the last war Mexico was neutral, showing at times a pronounced bias against the U.S.A. and Britain and in favour of Germany. At that time, too, the country was torn by civil war as rival gangster politicians struggled for office and its spoils. It is fortunate, indeed, that for some years past the republic has been governed on strong but constitutional lines by two men who are likely to live long in their country's history. The one is General Lázaro Cárdenas, who succeeded Calles as President in 1934 and forthwith embarked on a programme of far-reaching social reforms, constituting a "new deal" not unlike, and possibly inspired by, Roosevelt's in the great republic to the north. Cárdenas it was who fought and defeated the "oil imperialism" of the British and American trusts, nationalized the railways and big industries, and distributed millions of acres among the landless peasants. The other is General Camacho, who succeeded Cárdenas as President in November 1940; under him the trend to State Socialism has gone on, though it has not been—at least some say—quite so pronounced.

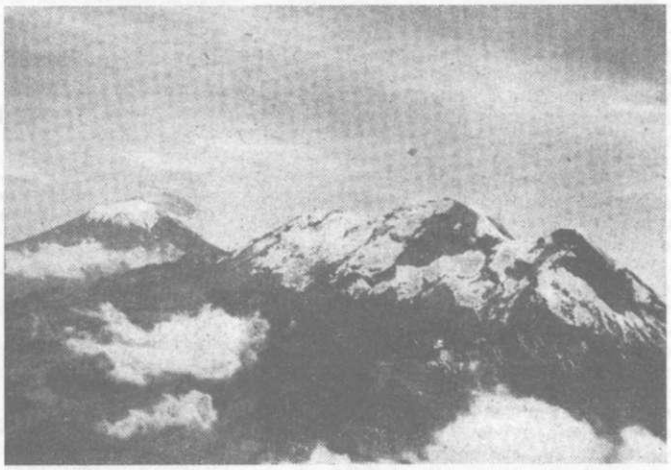
MEXICO, as this map indicates, is of vast importance, economically and politically. Much of the world's oil is produced in the republic, and the country is infinitely rich in other resources. Moreover, Mexico's entry into the war brings the United States 2,450 coast miles nearer the Panama Canal, the defence of which is vital to the United Nations. *By courtesy of News Chronicle*

So today, Mexico—third in size and second in population of the Latin-American republics; she is as big as Germany, Spain, France and Italy combined, and there are nearly twice as many Mexicans as there are Canadians—is our ally. From the purely military point of view her adhesion is not perhaps of any great significance, since her regular army numbers only some 40,000 men; her air force is tiny, and her navy consists of a handful of patrol vessels used in coastguard and police work. Her mercantile marine comprised, in 1939, fifty-six vessels of a gross tonnage of 38,373. But her strategic and economic importance is hardly to be exaggerated. For some months past Mexico has joined with the U.S.A. in measures for coastal defence, and the latter has had the right to land its aeroplanes on Mexican aerodromes for a 24-hour stay; but now the U.S. Navy will be able to use twenty-two Mexican ports on the Pacific and the Gulf of Mexico, Mexican aerodromes will be generally available, and the defence of the Panama Canal will be made vastly more effective. Moreover, Mexico's enormous mineral wealth will be flung into the scale on the side of the United Nations. The mass of the Mexican people are shockingly poor, in spite of all the well-intentioned reforms of recent decades; but the country in which they live, and whose surface has as yet hardly been scratched, is immensely rich. Most important of all, of course, are the oil deposits: in 1939 Mexico produced over six million tons of crude petroleum—more than Rumania and almost as much as the Netherlands East Indies, although small enough compared with the 168 million tons produced in the U.S.A. Then, finally, now that Mexico has entered the war on our side, our enemies are deprived of a possible jumping-off ground for the invasion of America, north or south. All in all, then, we have good reason to be pleased and proud that Mexico is now to be numbered in the great and growing company of the United Nations. E. ROYSTON PIKE

In the Land of the Aztecs and Oil Kings



MEXICO CITY, the main square, with the cathedral and Government Palace. The cathedral was begun as far back as 1572, and occupies the site of the Aztec temple of Huitzilpochtli. Mexico is the oldest city in North America, and was rebuilt by Cortes following his overthrow of the Aztec power in 1521.



MT. POPOCATEPETL, which means "smoking mountain," with her sister volcano, Ixtaccihuatl, meaning the "white woman," in Aztec. Situated about forty miles south-east of Mexico City, Popocatepetl, second highest peak (17,876 ft.) in the country, has an eliptical crater of over two thousand feet at its widest part and 673 ft. deep below the lowest part of the rim.

Scene of enthusiasm outside the National Palace in Mexico City following President Camacho's declaration of war against the Axis on June 2. The posters call the Mexicans to resist Nazi aggression.

NEAR TAMPICO, oil refineries on the north bank of the Panuco River, in the state of Tamaulipas. Tampico is the centre of export for the oil trade, and as a result of the temporary loss of the Allies' wells in Malaya and Dutch East Indies, is likely to play a great part in the United Nations' plans for victory.

Photos, Paul Popper. Planet News

THE HOME FRONT

by Our Special Correspondent
AUGUSTUS MUIR

As I survey the Home Front during these midsummer weeks of 1942 I see a Britain that is braced for action. There have been times when the nation's muscles have relaxed for a space: it was as if the tension had been too high, the pace too hot to maintain. A graph of this mental and muscular tension would be informative. It touched a high spot in the days of Dunkirk. Fluctuating for a time, it seemed to move downward at the end of last year. Recent events have called forth a new spate of national energy. I see a Britain that has transformed itself not only into a fortress, but into a vast arsenal that resounds with the clamour of productive machinery. War-material rolls from our factories like a dark tidal-wave. On the Home Front, too, the pruning-hook is busy: everything in our daily lives that fails to help in the war effort is being cut away. A pruning-hook is a handy implement; but a sharp axe cuts deeper. There are those who cry for the axe.

Burning Problem of Coal

The problem of coal has been agitating the minds of many. Both the Lords and the Commons have had their say; the big tub has been thumped in some sections of the Press. The tussle about the Beveridge rationing scheme for fuel went on for weeks. The problem of the mines and miners is like a running sore. Many people want immediate out-and-out nationalization, and the man-power question in the mines is critical. Part of the labour at the coal-pits is unskilled; the miners' leaders declare that the wages paid for such work are far below the average the men could get in other industries. Faced with a demand for a minimum wage of £4 5s. for the hewer at the coal face, the coal owners have retorted that the hewer has been earning more than this figure in the better pits, in some cases reaching £6 per week, and even in the poorer coal fields averaging £4. A few weeks ago it was stated that 80,000 tons had been lost by recent strikes in the north of England, the chief cause being the resentment of the lower-scale miners at the fat pay envelopes of their own wives and sisters in other industries. If the whole problem is not settled with goodwill on both sides, the outlook may be grim before we get through next winter. We cannot afford to let one single machine producing war material stand idle for one hour through lack of fuel.

The Minister of Agriculture has made a new call on farmers. More land must be ploughed up, since with a battle-line that girdles the globe, with munitions pouring out from our seaports and raw materials flooding in, it is inevitable that cargo space for food must shrink as the months go by. The old cry of "Speed the Plough" has a new potency at this stage of the war. The Wiltshire agricultural committees have declared their ability to plough up another 20,000 acres. "Good," replied Mr. Hudson, the Minister of Agriculture; "I expect you to do another 30,000." The farmers will respond, we may be sure, in an eager fighting spirit.

Some heartening details have been released by the Ministry of Home Security about the raids on certain of our towns. After the dire experiences in the early part of last year, when some of the Civil Defence Services were stretched to the uttermost in repeated blitzes, a lot of re-organization has been carried out. The National Fire Service has been welded into a great unit that is now fighting fit; and the "good neighbour" policy among towns has been working on full throttle in what the Press called the Baedeker raids. Mutual aid has, in fact, been organized all over the country; and we have examples in the prompt help Bristol gave to Bath and Plymouth to Exeter in the brutal Hitlerian orgy of destruction when historic buildings were ground into dust.

Carry Your Gas Mask!

The Civil Defence authorities have been releasing tear gas on the public at unexpected times and places. These tests cause inconvenience, but surely only a fool would grumble. Not so long ago the Prime Minister made a solemn announcement that if Germany used poison gas against any of the Allies, Britain would at once reply with poison gas. This threat was not made without grave thought. With a people as well protected as we are in Britain, gas is a weapon that can succeed only if we are taken by surprise. In Bristol last month, hundreds of aircraft workers were caught, in an invasion exercise and blinded with tear gas: they had "forgotten" their gas-masks.

In a few days' time the number of private motor-cars on British roads will be still further reduced. Gone is the basic petrol ration, by which a motorist of the good old days of a year ago could travel his forty or fifty miles per week. If he wished, he could go to dog-races, to the cinema, or for a sniff of country air. Austerity has clamped down on this with a sharp metallic click: from July 1 onward pleasure motoring is dead. The insurance companies have agreed to a considerable discount in premiums, in some cases about 20 per cent, because presumably there will be fewer accidents. Yet the prices of secondhand cars show a firm market.

TOPICS

Coal Problem and Fuel Rationing · More Acres for the Plough · "Good Neighbour" Help for Blitzed Towns · Civil Defences Re-organized · The Public and Gas Tests · Farewell to Joy-riding · Clothing Control and New Austerity · Home-made Frocks · Price of Vegetables · Millions of Dried Eggs from U.S.A. Rationing of Sweets · Control of Soft Drinks "Pooled" Banking · Women Stockbrokers.

CONCRETE SLEEPERS are now being used by the Southern Railway to replace the standard wooden pattern when repairs are necessary. This is one of many Home Front devices to conserve the use of timber. *Photo, Fox*

Clothing control, extended this month, has Austerity as its keynote. After consulting with the Board of Trade, the publishers of Paper Patterns have been carrying out experiments that will interest every woman. Styles are to be restricted, but the publishers are anxious to include pleats, frills, and other trimmings in their patterns. There is a reason for this. Home-made frocks do not come under the Government ban: they may be made as frilly as the heart desires. Officials of the Board of Trade were staggered when certain statistics were put before them no less than one-fifth of women and children's clothes in this country are made at home. With no Austerity curb on home-made frocks, the number is likely to increase.

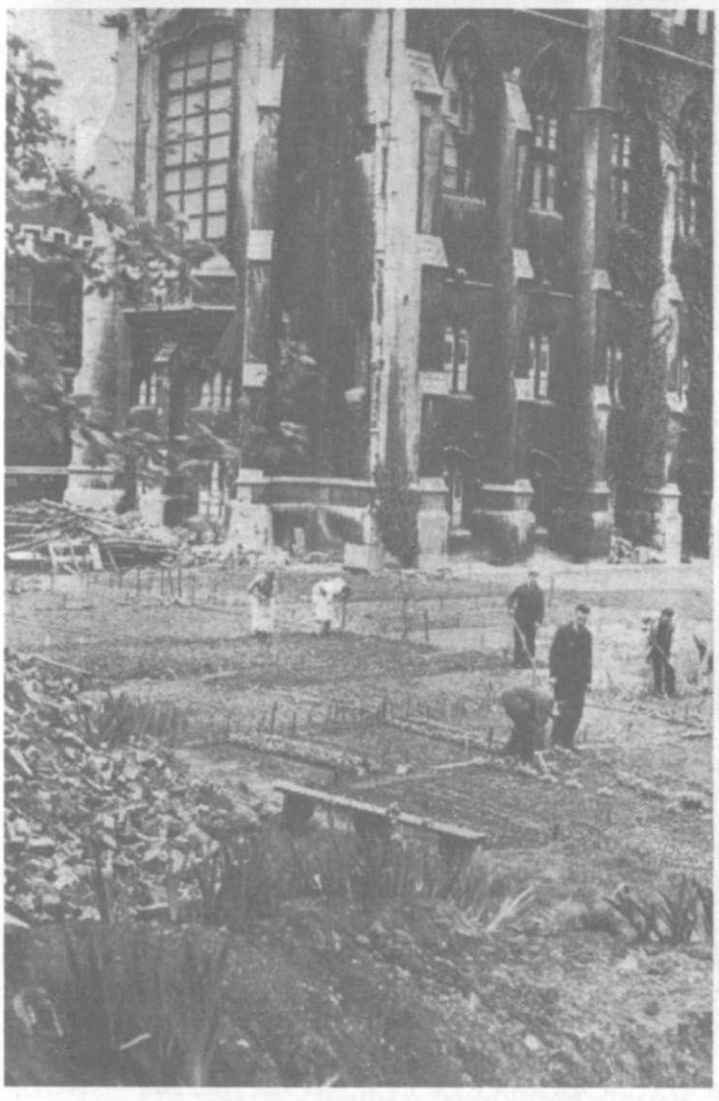
Meantime, the weather has helped housewives. Green vegetables, an essential part of diet, have been fetching astronomical prices. Drought caused a green vegetable scarcity, but rain came in the second week of May. A cabbage of average size had been costing eighteen pence; a few drenches brought them down to fourpence—the pre-war figure, which I put on record with satisfaction, at a time when "the war" is too often used as an excuse for petty profiteering of the most flagrant kind.

Food and Drink in the News

Towards the end of this month housewives have been hoping to purchase the dried eggs sent across in a huge consignment of 144 million from the United States. A new process has made it possible for eggs to be sent in this dried form, a 5 oz. tin equalling 12 eggs, thus saving cargo space. Since the manufacturing capacity for milk products had reached its maximum in the middle of May, milk was taken off the rationing scheme; and there was heated controversy in certain newspapers about the Food Ministry's action in their slow-down in the canning of fruit and vegetables. To those with a sweet tooth and the means to pander to it, the rationing of sweets will sound the knell to one form of indulgence. No doubt the Black Racketeers will ply their shifty trade, and most people would like to see penalties increased, even to the inclusion of flogging; for Black Market operations in Germany the penalty is death. To strike a more genial note, soft drinks are to be controlled. The universal scowl on the faces of schoolboys changed to a smile when it was learned that control would not mean restriction in quantity; for the Government is merely anxious to "pool" the production of mineral waters and fix prices, the result being considerable factory space available for the storage of other goods.

Even banking facilities are to be pooled. Plans are afoot to release for the Services many young men and women in the Big Five and other banks. Not that bankers have been reluctant to get into uniform; of the 60,000 employed before the war more than half are now in the forces, and over one-tenth of the 9,000 branches in this country have already been closed. But still greater concentration is being demanded, and Sir Kingsley Wood has set up a committee that will consider the release for other duties of those who work behind the familiar but formidable brass rails. Both the Stock Exchange and Lloyds have also contributed a notable portion of their personnel. For the first time in history there was talk the other day of women working "on the floor" of the Stock Exchange. However deep the horror of some old members at this innovation, it is only another example of the passing of the old ways. A new order—very different from Hitler's—is being born before our eyes.

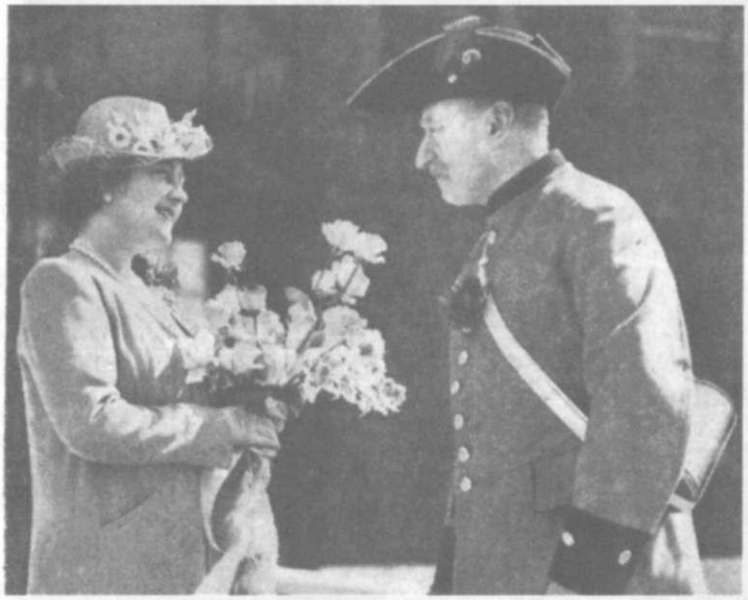
The Changing Face of Wartime London



CRIPPLEGATE TOWER, one of the thirteen towers in London's old Roman wall, revealed as a result of clearing away bomb debris. Below, left, allotment holders at work in the Temple. Right, using doors from bombed houses as rafts, London boys "boating" on an emergency water supply at Canton Street, E.14. In the background is the church of St. Mary and St. Joseph, which was wrecked by high explosive bombs. *Photos, Planet News, Fox, L.N.A.*

Here and There With the Roving Cameraman

AMERICAN LEADERS IN BRITAIN. They are, left to right, Major-Gen. D. D. Eisenhower, Chief of the Operations Section of the United States, Major-Gen. B. B. Somervell, Chief of the U.S. Army Services of Supply, a great organizer who gained experience during the U.S. economic depression; Admiral J. H. Towers, Chief of the U.S. Navy Bureau of Aeronautics; and Lieut.-Gen. H. H. Arnold, United States Air Force Chief. "It is obvious," remarked Gen. Arnold, recently, "that no offensive against Nazi-occupied Europe can succeed without air superiority, and we mean to have it."



H.M. THE QUEEN chatting with an old pensioner in the grounds of the Royal Hospital, Chelsea, on the occasion of Oak Apple Day anniversary, May 29, the birthday of Charles II, founder of the Royal Hospital. During the intensive night raids on London in the autumn of 1940, the Hospital was hit by Nazi bombs.

TO SAVE PETROL, the Ministry of Transport are asking road transport operators to convert part of their fleets to the producer gas system. Photograph shows gas units behind commercial lorries at a London garage.

COASTGUARDS have now a khaki battle-dress in place of the navy blue uniform. In this photograph the old and new uniforms are seen being worn side by side somewhere on the coast.

THREE NEW NAVAL V.C.s. For their gallantry in the Commando raid on St. Nazaire on March 27-28, Commander R. E. D. Ryder, who commanded the Naval forces, Lt.-Commander S. H. Beattie, R.N., of H.M.S. Campbeltown, and Able-Seaman W. H. Savage, were given the V.C. Seaman Savage was a pom-pom gunlayer in a motor gunboat. Though completely exposed under heavy fire, he fired continuously into enemy positions ashore and the attacking ships until he was killed at his gun.

Photos, British Official; Crown Copyright; Associated Press, Central Press, G.P.U., The Daily Mirror, P.N.A., L.N.A., Planet News, Topical Press

I WAS THERE! Eye-Witness Stories of the War

Our Tokyo Raid Gave the Japs a Shock

With the decorating of the man who led the American bombing raid on Tokyo on April 18 (*see* p, 681, Vol. 4), he was revealed as Brigadier-General James Doolittle, who gave the following brief account of his exploit.

EVERY plane of our attacking force was specially equipped, and every man volunteered for the raid. They practised the plan of attack for weeks.

Extreme care was taken not to bomb non-military targets. We did not bomb the Imperial Palace. I gave special instructions not to bomb the palace, although there would have been no difficulty in doing so, had we desired.

The success of the raid exceeded our most optimistic expectations. Each plane was assigned specific targets, and the bombardiers carried out their expert duties with remarkable precision. Since the raid was made in fair weather in the middle of the day and from a very low altitude no trouble whatever was experienced in finding the exact target.

Apparently there was no advance warning of the raid, as we experienced little hostile reaction. Not more than thirty Japanese pursuit planes were observed during the flight, and these were completely ineffective. Several we know were shot down. The pilots seemed somewhat inexperienced and were evidently not up to the standard of those encountered in active theatres.

We approached our objectives just over the housetops, but bombed at 1,500 feet. The target for one plane was the navy yard in South Tokio, in reaching which it had passed over what apparently was a flying-school, as there were a number of planes in the air. One salvo made a direct hit on a new cruiser or battleship under construction. It was left in flames. Another illuminated a tank factory.

After releasing our bombs we dived again to the tree tops and went to the coast at that altitude to avoid A.A. fire. Along the coastline we observed several squadrons of destroyers and some cruisers and battleships.

About 25 or 30 miles to sea our rear gunners reported seeing columns of smoke rising thousands of feet in the air. One of our bombardiers strewed incendiary bombs along a quarter of a mile of an aircraft factory near Nagoya.

Flying at such low altitudes made it very difficult to observe results. We could see them strike, but our own field of vision was greatly restricted by our speed. Even so, one of our party observed a ball game in progress. The players and spectators had not started to run for cover until just as the field passed out of sight.

We would like to have tarried and watched later developments from fire and explosion, and even so we were fortunate to receive a fairly detailed report from the excited Japanese radio broadcasts. It took them several hours to calm down to deception and accusation.

In general, the objectives of the raid began north of Tokyo and extended south in an area about 40 miles long and 5 to 20 miles wide.

We Drew V's at Night in Oslo's Streets

Norwegians have suffered drastic penalties for their opposition to German rule, but, as described in the following story received from Oslo by the Norwegian Ministry of Information, they keep their spirit of defiance.

THE first time the V campaign appeal was broadcast from London there was very little reaction in Oslo. Certainly a few people began to use the V sign as a greeting, but that was all.

After the second appeal was broadcast my friend and I started drawing V's at night, and for four consecutive nights we two were almost the only V campaigners in the centre of Oslo. The first night we were in action we went round with chalk drawing huge V's in all the most conspicuous places. Among other places we drew one in the Karl Johansgate, the main Oslo street, and I sat in a window opposite during the whole of the next afternoon watching the passers-by. This V of ours aroused real enthusiasm; I saw many delighted faces. Most people saw the significance and enjoyed the joke, but others could not see anything particularly Norwegian about the sign, and in some cases they stopped and asked one another what it meant.

I had tasted blood, however, and was determined to make a serious offensive next night. As soon as it grew dark my V's began to appear—chalk-white V's on dark walls and pitch-black V's on light walls. But the anti-climax came the next morning. The Germans had launched a gigantic counter V campaign. Our V's were completely dwarfed by the fine huge stencilled V's of the Germans. Only then did the people begin to take the matter seriously, for they were not only following the appeal from London but defying the Germans at the same time. Nearly everybody used the V sign and tapped out V's in Morse code. I decided not to give up in the first round; I had seen the effect of our V's, and I knew that one Norwegian V—for Victory—had a very much greater effect than a hundred German V's.

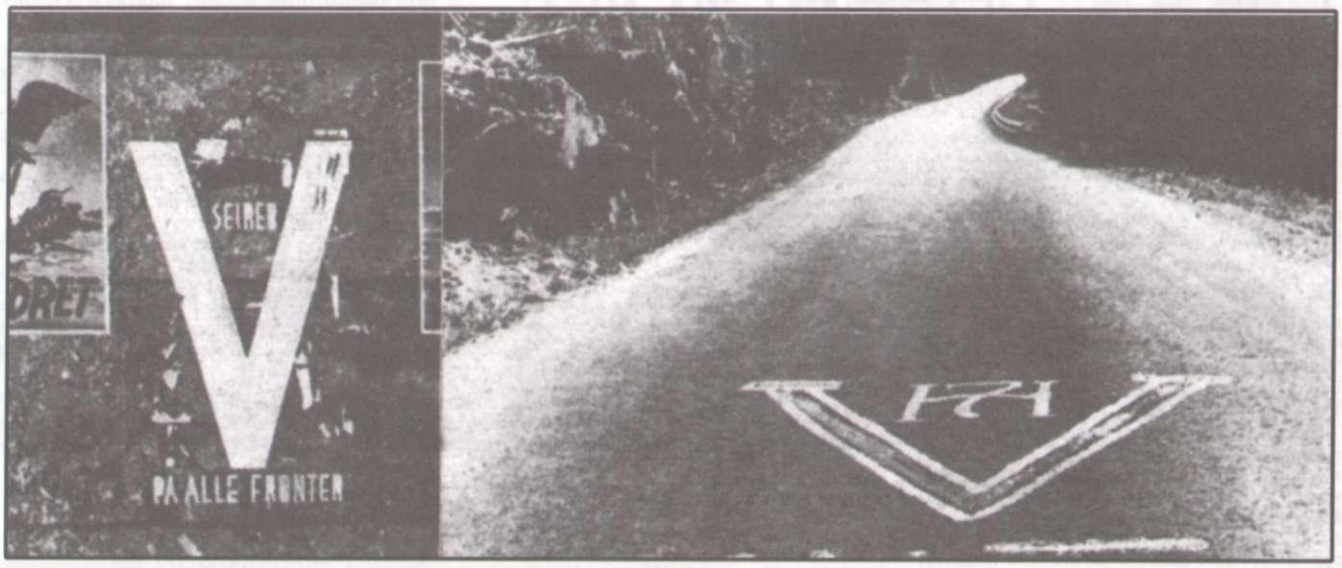
They Had to Repaint the Wall!

That night we two went the rounds again with two buckets, one of pitch and one of whitewash. We drew enormous V's and decorated them with H7 for King Haakon VII, thus:

one which we drew on the quisling Ministry of Supply remained there for three whole days, and even when it was painted over it still showed through as plainly as before. It caused such a sensation that a fortnight later the whole wall was repainted.

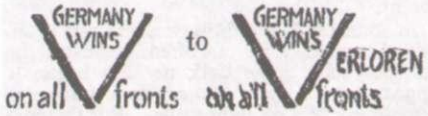
During the same night we had our first contact with our German rivals. We were drawing on one wall of a corner house when my friend noticed that there was someone round the corner. We finished our V and then investigated. There stood two quislings, one stencilling a fine V on the other wall of the house, and one sticking up posters. Three German policemen, including an officer, were superintending. We went quietly past them, and continued our work in another street. In the centre of Oslo alone that night we met three similar Nazi parties busy at work, and in the course of the night we clashed many times with these—our technically superior—rivals. They pasted over our V's, while we tore down their posters, painted over their V's and drew new ones. The Germans then started painting V's on the pavements; we followed at fifty yards distance, crossing

HE BOMBED TOKYO, and received the Congressional Medal of Honour which was personally pinned on his tunic by President Roosevelt; Brig.-Gen. J. H. Doolittle at the White House, with the President, Lt.-Gen. H. H. Arnold, Air Forces Commander, and Mrs. Doolittle on the occasion of the ceremony. The Tokyo raid is described by General Doolittle in this page. *Photo, Wide World*



THE V SIGN has become the great passive offensive in Norway. It has, of course, two meanings, Verloren, which means lost in German, and Victory for the United Nations. In an article in this page a Norwegian describes how the V campaign was spread in Oslo, his country's capital.
Photos by courtesy of the Royal Norwegian Government

them out or painting them over with an improvised stencil. With the latter the German signs were altered from



"Verloren" is German for lost.

At one moment, when we were painting on the pavement, a Norwegian policeman came running towards us. We took the offensive and walked quickly towards him. He was obviously disconcerted, for he ran right past us and up to the place where we had been painting. There he turned and set off in pursuit of us, but after we had dodged once round a church and up a few more streets we were able to continue our work undisturbed. We had to stop work at 3.30 a.m. when it grew too light, but the Germans continued until 5 a.m.

After that night the V campaign spread all over the town. People tore down German posters and outlined V's in stairways, lifts, etc. Some people were caught in the act and imprisoned for three or four months.

On the following night we continued our work. We altered a German V opposite the guard-room at the Palace so effectively that even after it had been painted over by the Germans next morning it still showed and aroused great enthusiasm. Even today the words can still be read—"Germany Verloren." We spent one night drawing V's on the doors and windows of all well-known Nazis—we got special paints for the fine window-panes of a particular Nazi glazier, and to remove that V it would be necessary to scratch it off. Shops in the centre of the town which were unlucky enough to get German V's on their windows were forbidden to remove the sign. We therefore helped these people by decorating the German V's as described, and next day the shopkeeper would be ordered to remove them.

At the beginning of the campaign people smiled at the childishness of the Germans in setting up their counter-offensive, but later they quite simply ignored the Germans' prolific sign-writing.

We Trekked to India Through a Burmese 'Zoo'

Among the civilian refugees who made the 250-mile journey to India on foot through the Burmese jungle was Mr. Leonard Pinchbeck, of Lincolnshire, who told the following story of his adventures to the Daily Herald correspondent, Victor Thompson.

On April 22 I was told in Mandalay—or what was left of Mandalay after the Japanese bombs—that the enemy was near, and that I was to join a party of civilians and frontier force men making for India. They were leaving from the railway station a few miles away.

When the train started somebody produced three bottles of beer to celebrate our escape from the bombs. Beer! We hadn't seen it for months.

Eventually we crawled into Shwebo—to find it bombed and burning. By quieter stages we finally came to a point where we had to leave the train and go by road.

Sixty-seven of us set out next day under the guidance of a forestry official. One other white man and I were his two lieutenants. The rest of the party were Indians, Burmans and people of mixed race. After one day's trek with bullock carts, which we pushed along at a dizzy speed of three miles an hour, our leader was recalled and we had to go on without him. He left with me detailed instructions concerning the route we must follow, but after four days of uneventful travel we lost our way. That is to say, I and an advance guard of four others did.

At length we came to a tiny Chinese village and persuaded the headman to lend us a guide. Off we went with bamboo torches flaring. The track was still bad and presently we found it blocked by a huge dim shape, a wild bison.

"Don't look at him," said the guide as we skirted the snorting beast. "It makes them charge. Pretend he's not there." It was difficult, particularly when he began to follow us and I was the last in the line. Almost as soon as he gave up we heard something padding on dry leaves near us and saw, reflecting in the torchlight, the baleful eyes of a tiger. It too kept up with our party for some time, but eventually padded away.

When we finally reached our destination we found the main party already there. Now the hill trek began, and we discarded all possible kit for it. For two days we clambered along hillsides with precipitous drops below us. Only the Sealyham dog with us was happy about this mountaineering. After the hills there were three days of river wading. That is where our feet got soft and were cut with stones.

One night we found we were camping near a herd of wild elephants. Just as we began to get used to their trumpetings we were startled again by the approach of a single low-flying plane. In case it was a Japanese we doused our fires.

But while we waited for the drone of the engine to die away, panthers moved into our camp and we had to relight the fires to frighten them away. All the while a tiger was snarling

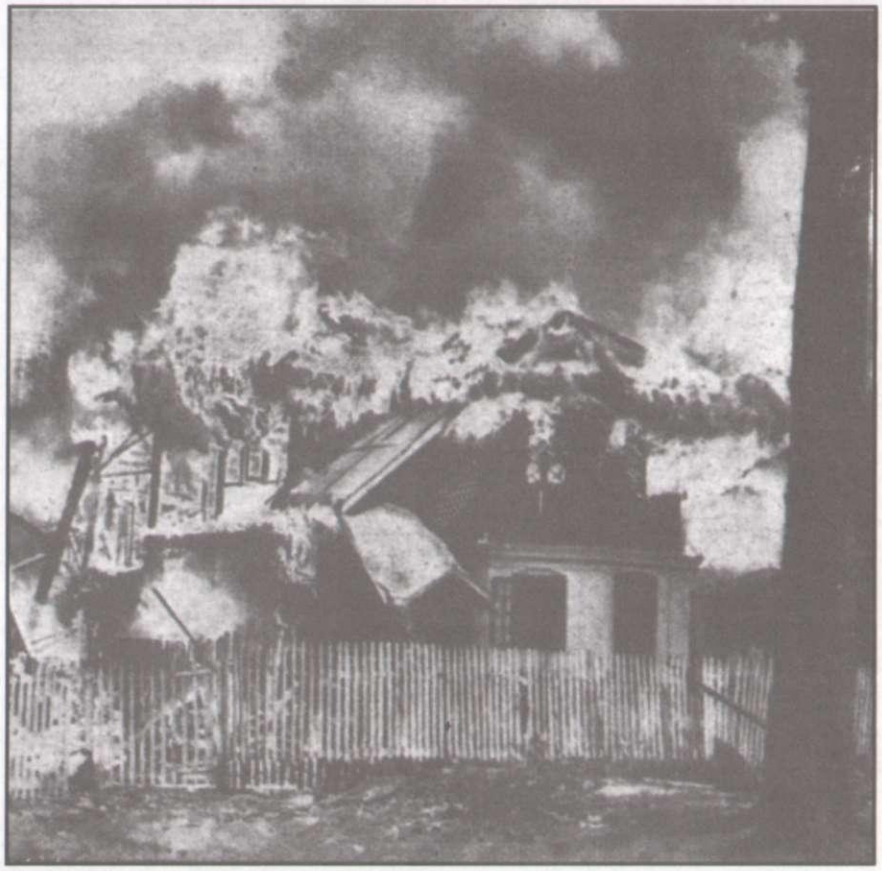
Camouflaged with foliage pulled from surrounding bushes, a Chinese sniper crouches in a Burmese jungle. In this page is a vivid description of a trek through a forest teeming with wild beasts.
Photo, British Newsreel

on the other side of the river. I began to feel I was camping in the Zoo. I certainly wasn't sorry when the misty morning came.

That day we came to a place where we could hire canoes. For the next three days we travelled in two large dug-outs, poling, rowing and pushing them over shallows. Leaving the river our caravan trailed 22 hot miles up into the hills. It was the most gruelling stretch of all, but nobody fell out.

When we reached camp that night it was alive with rumours spread by other refugees that the Japanese were already ahead of us. As we lay in the open wondering what to do, heavy rains broke and put out our fires. Wet and miserable, we decided next morning that the Japanese could go to blazes and pushed on. Our clothes were rags, our feet were blistered and bleeding. Mosquitoes and sandflies were getting busy on some of us. But we were nearing the frontier. Still climbing, we did a two-days march at heights up to 6,500 feet above sea level, sleeping wet amid the clouds. Then on the Indian border we struck a real path. We slept that night on the outskirts of a refugee camp. In the middle of dreaming about that bad night, I was awakened by an alarming din outside. Dacoits were attacking some of our party and were trying to rob them of their poor bundles. My shot-gun scared them off—and that was our last excitement except a hair-raising lorry ride around precipices.

Before long we were smoking real cigarettes instead of dried coconut fronds, and drinking great draughts of water which at least didn't turn brown—the danger signal—when we put permanganate crystals in it. I met my wife and baby in India 23 days after leaving Mandalay. On foot we had covered 250 miles. My weight is nearly two stone less than it was. In fact, I totted up the lost weight of the whole party, and it came to half a ton. Still, we all got through.



IN BURMA, buildings at Maymyo—twenty-five miles north-east of Mandalay—in flames as a result of Japanese bombing. This photograph was taken when General Joseph Stilwell, American Commander of the Chinese forces, had his headquarters in the town..
Photo, Associated Press

OUR DIARY OF THE WAR

MAY 28, 1942, Thursday *999th day*

Russian Front.—Fierce German attack repelled in Izyum-Barvenkovo sector.

Mediterranean.—Aerodrome at Catania, Sicily, raided by R.A.F.

Africa.—Heavy fighting between armoured forces round Knightsbridge.

China.—Kinhwa besieged from all sides by Japs.

Australasia.—U.S. submarines sank or damaged four enemy ships.

MAY 29, Friday *1,000th day*

Air.—R.A.F. made heavy attack on Gnome-Rhone aero-engine works and Goodrich rubber works near Paris.

Russian Front.—German attacks still held in Izyum-Barvenkovo sector.

Mediterranean.—Catania again raided by R.A.F.

Africa.—Fierce fighting E. of our main positions: British counter-attacks at Knightsbridge.

Burma.—U.S. heavy bombers raided Myitkyina aerodrome.

China.—Japs occupy Kinhwa after bitter street fighting.

Australasia.—Allied airmen raided Dilli, Rabaul and seaplane base at Tulagi.

Home.—Seven enemy aircraft destroyed off S.E. and N.E. coast.

General.—Prague announced execution of two Czech families following attack on Heydrich.

MAY 30, Saturday *1,001st day*

Air.—R.A.F. in biggest attack of war raided Cologne and the Ruhr with more than 1,000 bombers.

Russian Front.—Soviet High Command announced success of Russian attack at Kharkov in forestalling German attack.

Africa.—Germans made two gaps in minefield W. of Knightsbridge.

Burma.—U.S. heavy bombers again raided Myitkyina aerodrome.

Indian Ocean.—Jap submarines attacked harbour of Diego Suarez, Madagascar.

Australasia.—Allied bombers made night attack on Lae, Kupang and Dilli.

General.—Forty-four Czechs, including two women, executed in Prague.

Lieut.-Gen. F. N. Mason MacFarlane apptd. Governor and C.-in-C., Gibraltar.

MAY 31, Sunday *1,002nd day*

Mediterranean.—R.A.F. raided Messina.

Africa.—German armoured forces concentrating in gaps of minefield on Trigh Capuzzo.

Home.—German "reprisal" raid on Canterbury.

General.—Twenty Czechs executed.

JUNE 1, Monday *1,003rd day*

Sea.—Admiralty announced loss of H.M. cruiser Trinidad.

Air.—R.A.F. raided Essen and the Rhur with 1,036 bombers.

Mediterranean.—Submarine base at Augusta, Sicily, raided by R.A.F.

Africa.—German attacks on Bir Hacheim repulsed. Gen. Cruewell, Commander of Afrika Korps, captured.

Burma.—Rangoon attacked by heavy bombers of U.S. Army Air Force.

Australasia.—Jap submarines raided Sydney Harbour. Jap bombers made daylight raid on Pt. Moresby; Allied bombers raided Rabaul, Lae and Salamana.

General.—Mexican declaration of war signed by President Camacho.

Execution of 27 more Czechs.

JUNE 2, Tuesday *1,004th day*

Air.—Essen and the Ruhr again raided by strong force.

Mediterranean.—Pantellaria and Cagliari raided by R.A.F.

Africa.—British armoured forces occupied Tamar, W. of Knightsbridge.

Burma.—R.A.F. bombers attacked Oyster Island, off Akyab.

Australasia.—Allied airmen raided Rabaul, Tulagi and Atamboea in Timor.

Home.—Five enemy aircraft shot down over S.E. England.

JUNE 3, Wednesday *1,005th day*

Air.—Bremen attacked by strong force of bombers.

Africa.—Further attacks on Bir Hacheim driven off by Free French.

China.—On Chekiang front Japs launched attack on Chuhsien.

Indian Ocean.—British occupied Ambilobe, Madagascar.

U.S.A.—Dutch Harbour, Alaska, attacked by Jap aircraft.

General.—Lord Louis Mountbatten, Chief of Combined Operations, in America. Twenty-one Czechs executed.

JUNE 4, Thursday *1,006th day*

Mediterranean.—Syracuse bombed by R.A.F.

Africa.—Attacks at Bir Hacheim again repulsed.

Burma.—U.S. bombers raided Rangoon.

Indian Ocean.—British occupied ports of Vohemar and Antalaha, Madagascar.

China.—Gens. Stilwell, Brereton and Chennault arrived in Chungking.

Australasia.—Allied submarine sank enemy transport and two supply ships.

Pacific.—Jap aircraft attacked Midway Island.

General.—Special Service troops made reconnaissance raid in Boulogne-Le Touquet area.

Heydrich died from wounds received on May 27. Twenty-four Czechs executed. Hitler and Keitel visited Field-Marshal Mannerheim in Finland.

JUNE 5, Friday *1,007th day*

Air.—Strong force of bombers raided the Ruhr.

Russian Front.—Germans launched attack on Sevastopol.

Mediterranean.—Night raid by R.A.F. on harbour of Naples.

China.—Japs captured Foochow.

Australasia.—Announced that six Jap submarines had been sunk in five days.

Pacific.—Sea and air battle continuing off Midway Island.

General.—Thirty Czechs executed.

JUNE 6, Saturday *1,008th day*

Air.—R.A.F. made heavy attacks on port of Emden.

Russian Front.—German attacks on Sevastopol repelled.

Mediterranean.—Nine enemy aircraft shot down over Malta. Messina raided.

Africa.—British armoured units reached Harmat. Two attacks on Bir Hacheim repelled by Free French.

China.—In Chekiang Japs occupied airfield outside Chuhsien.

Pacific.—Adm. Nimitz announced that Jap losses off Midway Island were two or three aircraft carriers lost with all aircraft, three battleships damaged, four croisers and three transports damaged.

General.—Execution of 13 more Czechs announced.

JUNE 7, Sunday *1,009th day*

Russian Front.—Stubborn fighting continued round Sevastopol.

Africa.—British artillery stopped enemy armoured forces at Knightsbridge. French repulsed another attack at Bir Hacheim.

Pacific.—Adm. Nimitz reported withdrawal of Jap fleet from Midway Island.

JUNE 8, Monday *1,010th day*

Sea.—Admiralty announced loss of H.M. trawler Bedfordshire.

Air.—Strong force of bombers raided the Ruhr by night.

Russian Front.—Enemy attacks on Sevastopol repelled with heavy loss.

Mediterranean.—R.A.F. bombed aerodrome at Heraklion, Crete, and naval base at Taranto.

Africa.—Heavy attack on Bir Hacheim repulsed after fierce fighting.

Burma.—U.S. bombers made their first daylight raid on Rangoon.

Australasia.—Sydney and Newcastle, N.S.W., shelled by Jap submarine.

General.—Fourteen Czechs executed.

JUNE 9, Tuesday *1,011th day*

Sea.—Admiralty announced that H.M. submarine Turbulent sank Italian destroyer and three supply ships in Mediterranean.

Africa.—British armoured forces and Free French drove off large-scale attack at Bir Hacheim.

China.—British and American air force units arrived in China.

General.—Execution of 41 Czechs.

ANGLO-RUSSIAN TREATY

May 20.—Mr. Molotov, Russian Foreign Minister, arrived in Britain for discussions with the British Government concerning the military and political situation.

May 25.—Agreement on all points secured.

May 26.—Treaty of Alliance and Mutual Assistance between Britain and Russia signed at the Foreign Office.

May 29.—Mr. Molotov arrived in Washington. In the course of ensuing conversations "full understanding" reached.

June 4.—Mr. Molotov left Washington on his return journey to Moscow via London.

June 11.—The Alliance announced by Mr. Eden in the House of Commons.

Editor's Postscript

At the beginning of yet another volume of THE WAR ILLUSTRATED one is tempted to speculate on what will be its contents. But, remembering the many unexpected events that it has been our lot to record and illustrate in the preceding five volumes, the temptation is easily overcome. When I planned and launched the publication in September 1939 little did I guess that well nigh three years later I should be looking back on Russia's mighty stand against Germany, with whom she had signed a pact in August 1939; on the unveiled hostility of Nazi-led France to her ally of 1939; on the temporary passing of so much of the British colonial empire in the East into enemy hands!

It would be no exaggeration to say that hardly anything has happened in this amazing war "according to plan." And that goes for the Nazis as well as for the British; for in some ways the very speed with which most of Hitler's opening blows succeeded had a dislocating effect upon his follow-up; just as his astounding and entirely unforeseen hold-up in Russia resulted from the rapidity of his invasion, which Stalin helped to achieve by a strategic retreat to positions that bogged the invaders in a winter of frustration.

So you will understand why I am making no vain prophecies about the probable contents of our Sixth Volume. I can say with some confidence, however, that it will be the most vitally interesting of the whole series, no matter how long THE WAR ILLUSTRATED may continue or how soon it may end. For before next winter arrives, even if we have not reached decisions, we shall be able to discern the shape of things to come with more certitude than at this moment. What chiefly harasses one is the question of ways and means. Thus far, we have every reason to be satisfied with the way we have surmounted difficulties that beset our progress since that dreadful day when France collapsed, as all the major evils we have since suffered can be dated from that day. To the shameful defection of Vichy France, far more than to any lack of British foresight or preparation, we owe the disasters that have fallen upon us in every area of the War, by land, by sea and air.

INDO-CHINA was the real crux of the situation in the Far East, and when the Vichy traitors meanly surrendered it to the Japs while they valiantly fought Britain for Syria an entirely new Japanese approach to Malaya and India became possible, and years of preparations, made when the Anglo-French Alliance had every prospect of enduring reality, became worse than useless. To the end of the chapter the course of the War will be affected by that great catastrophe of June 1940. Looking back on the two years that have since been lived through, the British people have abundant cause for pride and none at all for shame. And this I assert with the gravity of our losses clearly in mind; and despite the lugubrious moanings of our native-born Cassandras.

ONE might add that the French betrayal was also the root cause of most that we have had to suffer in the Battle of Britain and the Battle of the Atlantic. World history can yield no such heroic chapters as the recovery of British power and the creation of such striking force as our mass bombing of Cologne on May 30/31 disclosed, in face of any country's former ally and nearest neighbour's complete subjection to a ruthless enemy. Every port of France and all her industrial resources have been turned by enemy action against her former ally, who still strives to prove her friend. If it should happen—and signs are not awanting that it may—that the French navy should be surrendered to Germany and the whole of French Africa in the North and West pass into German control these, indeed, would be the bottommost dregs of the bitter cup which France has asked Britain to drain. One might add and stress all that, but it is better to express the hope that such ignominy may not come to pass, that such waters of Marah may yet be sweetened by another Mosaic miracle.

WELL, it is my hope that by the time this Sixth Volume of ours has been completed (say in eleven months from now) it will embody the record of the great decisive events that are now being prepared by the United Nations: the Robber Nations will have been made to disgorge most, if not all of their plunder, and if the conflict is still going on the aggressors will be on the defensive, manoeuvring for peace and the cheapest way of escape from a punishment that must be made to fit their crimes. Then another year should see the stage set for Democracy's day of judgement. All this I imagine cannot be dated much earlier than two summers hence. Which means that if we are able to secure the materials of production THE WAR ILLUSTRATED will run to a total of at least seven, and possibly eight volumes. I certainly hope and believe that the final event will not throw this estimate far out. And there, after all, I have let myself in for something very like a forecast, which I had intended to avoid. But I'll let it stand at that!

MY readers will notice certain changes in our contents which I have introduced as more suitable to its fortnightly issue. In the earlier phases of the War, and so long as we were able to maintain weekly publication, I felt that our available space was best utilized by going to press as late as possible and recording all outstanding events of the preceding week as effectively as we could with the information at our command. But a new method of treatment is now desirable; hence the three main chronicles of the War's progress which begin in this number. Each of these will provide a continuous survey of the things that happen within its writer's particular field of interest every fortnight. There will be no effort to supply "hot" news, but rather expert appreciation of the news which you have been reading in the daily papers. Special contributions on topics of immediate interest will also appear in every number, sometimes supplementing those discussed in the regular chronicles, but more often dealing with isolated subjects. In this way readers of THE WAR ILLUSTRATED will acquire an orderly and authoritative understanding of the events that are happening in every theatre of the War.

THE collaboration of so eminent a military expert as Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O., who has been my valued colleague as Military Editor of that highly successful Standard History, The Second Great War, since its start in October 1939, is something on which I can congratulate my readers and myself; for there is no more engaging writer on military affairs and none better informed than Sir Charles. His contribution Along the Battle-Fronts will keep my readers in touch with the implications of things recorded and will build up a rational conception of the War from which all hasty judgements have been excluded.

I AM happy also in my other collaborators. Capt. Norman Macmillan, M.C., A.F.C., is in the front rank of writers on aeronautics, two of his books, The Art of Flying and Air Strategy, being standard works; while Mr. Francis McMurtrie, A.I.N.A., has specialised for many years on naval affairs, and as editor of Jane's Fighting Ships he holds a unique position of technical authority. You will thus be assured in each number of THE WAR ILLUSTRATED of maintaining contact with the best sources of expert opinion on all that concerns the land, air, and sea developments of the War. If space can be found for a regular chronicle of the Home Front on similar lines I may also make that provision, but that will depend to some extent on the varying urgency of providing for adequate treatment of the large topics of general interest that will surely claim our attention from time to time.

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